

VOL. 5

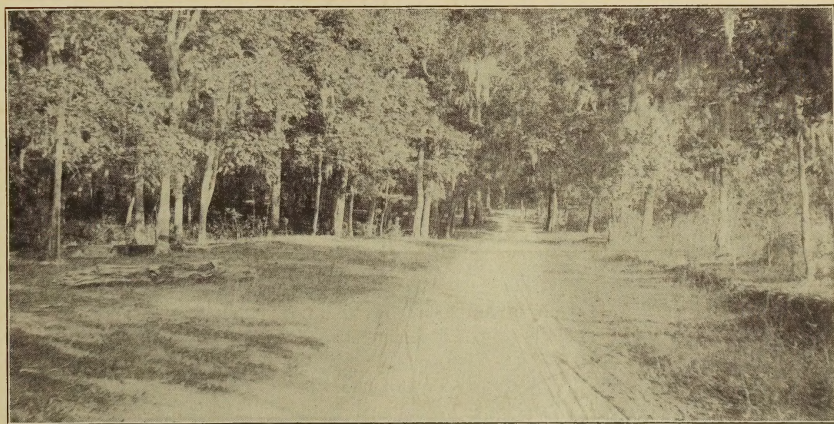
JANUARY, 1906

No. 2



CURRENT EVENTS

AN AGRICULTURAL, HORTICULTURAL AND INDUSTRIAL MAGAZINE
DEVOTED TO THE DEVELOPMENT OF
MISSOURI, KANSAS, ARKANSAS, INDIAN TER.,
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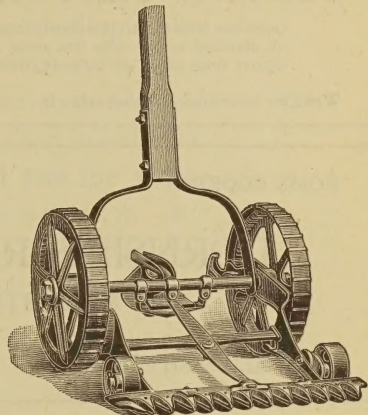
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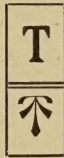
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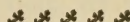
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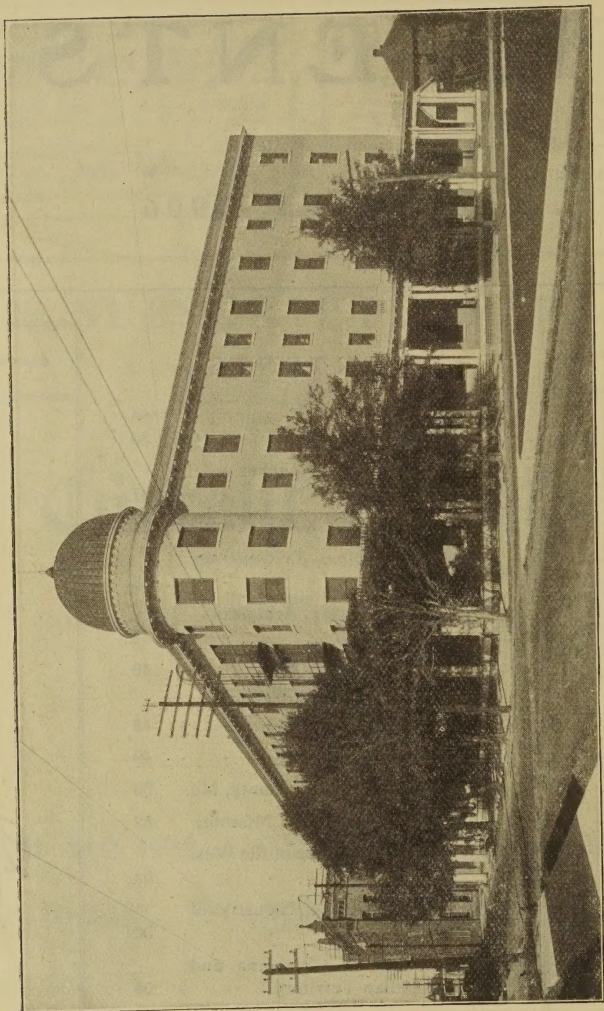
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Hotel Majestic, Lake Charles, La.

Lake Charles, Louisiana.

A FAMOUS OLD WINTER RESORT.

Most northern tourists in the ante-bellum days made it a duty to visit Lake Charles, La., as well as New Orleans and the several cities along Red River during the winter months. Lake Charles for years was a popular wintering place until travel was interrupted for a number of years by the Civil War. More recently it is again visited during the winter months by tourists from the Northern States, and within the last few years has again become a popular winter resort.

It is a bustling little city of 12,000 people, situated on the banks of a beautiful lake and a broad river. A more

every fish known to Southern streams.

Ever since its first settlement Lake Charles has been a trade center and in the last few years it has increased in population at the rate of two thousand per annum. Though its settlement began eighty years ago, it has not grown large enough to make necessary the abolition of the flower garden and the well kept lawn. Even in the business part of the city, where the frame buildings of the older days have given way to stately structures of stone and brick, there are still enough trees along the sidewalks to shade the wayfarer. The residence portion, while



Ferry Landing, Lake Charles.

beautiful sheet of water cannot be found than the lake after which the city is named. It is a wide-awake, thrifty, ambitious little city, situated where its possibilities for expansion are practically unlimited. To the east and south is a vast expanse of prairie, and on the north, so close to the upper part of the city as to be over-shadowed by it, begins the illimitable forest of yellow pine, covering an area of hundreds of square miles. The deep Calcasieu River which fills the lake with its pure fresh waters, abounds with nearly

old and quaint in places, is highly attractive, because the residence lots are large enough to admit of abundant floral embellishments and the cultivation of shrubbery and flowering vines.

The city lies about fifteen feet above the level of Lake Charles, a placid sheet of water several miles wide, a widening of Calcasieu River, which narrows again below the city and continues on its way to the Gulf, its banks fringed with palmettos or trees decorated with floating streamers of Spanish moss. A more ideal or inviting spot

upon which to locate a city could not have been easily found and its natural beauty has been much enhanced by the hand of man.

The little city is old enough to have its history, romance and tradition. The ground it occupies was the original home of the Alabama and Choctaw Indians, who gave the early settlers more assistance than trouble. Calcasieu River and the parish received their name from the Choctaws, who had a village at the south end of the present town-site. Bayou Lacasine was named after a Choctaw chief and Bayou Nezpique after an Alabama chief. The first white settlers straggled in about 1770 and a little later came a number of Acadians, whose story Longfellow has perpetuated in his *Evangeline*:

Thus he spake to his guests, who listened and
smiled as they listened:—
"Welcome once more, my friends, who long
have been friendless and homeless,
Welcome once more to a home, that is better
perchance than the old one!
Here no hungry winter congeals our blood like
the river;
Here no stony ground provokes the wrath of
the farmer.
Smoothly the ploughshare runs through the
soil as a keel through the water,
All the year round the orange groves are in
blossom, and grass grows ———
More in a single night than a whole Canadian
summer."

Lafitte, praised as a patriot and denounced as a pirate and smuggler, made Calcasieu River one of his favorite retreats and Contraband Bayou is named in memory of some of his exploits. During the border disputes between the Americans, Spaniards and Mexicans an American garrison was maintained. It left in 1819 when Florida was ceded to the United States. The town was incorporated in 1852 and the first steamboat came up the lake in 1855, causing much excitement among the natives.

The waters of the Calcasieu, from Lake Charles to the Gulf of Mexico, (a four hours' ride by regular steamer), abound with oysters, shrimps and crabs and with every variety of fish, from the despised mud cat through the list, which includes the mullet, pompano, flounder, red fish, Spanish mackerel, sheep head, fresh and salt water trout, to the king of game fish, the tarpon. Along the water courses, nearly

all of which are navigable, there is an abundance of game including the deer, fox, raccoon, bear, rabbit, squirrel, snipe, becasine, partridge, rice birds, plover, wild duck, geese, woodcock, pheasant and papabot.

When the first cool breath proclaims that the north is putting on her robe of snow, the honk of the wild goose is heard as he comes to spend the winter in the Gulf marshes and with him come untold thousands of every wild duck known to Audubon. They feed for a time in the fields from which the ripened rice has been but lately harvested, then join the geese and brant in the coast marshes.

The lake and river afford most attractive boating waters, and dozens of business and pleasure boats of all sorts, from the native dugout pirogue to the beautifully finished cabin launch, attest the popularity of this sport. The winter climate of Lake Charles is balmy, even when grim cold prevails in Northern latitudes, and often in February the gardens are gay with flowers. Driving, boating, fishing, hunting and bathing are the order of the day almost all the year round. Steamboat accommodations can be had from Lake Charles to the Gulf every second day, reaching the several towns on the Calcasieu. The country adjacent to Lake Charles embraces pine hills, pine flats, open prairie, salt water marshes and lands in a high state of cultivation.

To the many attractions provided by nature for the good and pleasure of those who wish to enjoy balmy breezes under sunny skies during the midwinter months, there has just been added by the handiwork of man a splendid hotel with every modern convenience, where the tourist, the huntsman, the fisherman, the seeker for south winds and blue skies may find at the same time those conveniences and little luxuries, which count for so much in life as it is lived in the twentieth century.

The Majestic Hotel, but just completed, furnished with every attention to beauty and comfort, with 109 guest rooms, with more than forty bath rooms, with lobbies, parlors, public and private dining rooms, reception and reading rooms, and with more than four thousand square feet of verandas; with its own steam heating plant, its



Lake Shore Walk, Lake Charles.

own electric light and power plant, its electric elevator, its own artesian water supplied by deep flowing wells, its fire protection appliances, and its management, which requires that every department of the house shall be conducted exclusively for the comfort and pleasure of its guests, will throw open its doors on January 1, 1906.

Like her sister cities in Texas and Louisiana, Lake Charles is only separated from deep water in the Gulf by the spreading out of the Calcasieu River, which forms a shallow lake and prevents the river from cutting its own channel. Above and below Lake

Charles the river is sixty feet deep and navigable for large vessels for more than one hundred miles.

The National Government has undertaken to bring deep water up to the city and in due time this task will be accomplished. The country surrounding the city and the city itself are prosperous and growing; the business men are alert and wide-awake and some day in the near future there will be a new gulf port bidding for foreign traffic. So, for business, for pleasure or for health, there are few places, where one can spend the winter more agreeably than at Lake Charles.

The Taming of the Apaches.

P. E. ROESLER.

Under the blighting influences of European civilization, extending over a third of a millenium, millions of native Americans have perished and with the exception of a few pure blooded tribes such as the Cour d'Alenes, Nez Perces, one tribe of Apaches and a few others reclaimed, there is not on record a single case of reclamation by either the church or the law. Such tribes as really did reach a nominally high condition of civilization, were really mongrel tribes, so thoroughly intermarried

with the encroaching whites that comparatively little of the aboriginal blood remained, but even this recently acquired civilization, like that of its immediate progenitors, looks better at long range than it does on close inspection.

Individuals of the full blood tribes have been highly educated, but when returning to their tribe have almost invariably fallen back into the ways of their elders. The Spanish civilization, so-called, was nothing more or less,

than a record of murder, robbery, rape, enforced servitude and a nominal acceptance of a barbarous form of Christianity. In the course of a few generations, the conquerors intermarried with the vanquished and sunk to the aboriginal level, their descendants inheriting the virtues of neither and the vices of both.

The Anglo-Saxon brand of civilization, as dispensed to the native, while different in form, was not of better quality. It simply reversed its order of application and in the long run was just as destructive to the native as was the Spanish article. First, missionary, then whiskey and contagious diseases, then soldiers. The Anglo-Saxon catered to the vices of the aboriginal in time of peace and made war on him when unruly or more land was needed for the rapidly increasing white population. The missionary crammed him full with theological dogmas, the merchant filled him up with whiskey and the soldier shot him full of lead, and the net result of two hundred years of American effort at civilization is the extermination of three-fourths of the tribes and the survival of a quarter of a million of blanket Indians. The tribes which most vigorously resisted the blandishment of the missionary, the Indian trader and the soldier, have survived the longest and not least among them is the Apache.

A really practical and successful attempt to civilize a pure blooded savage Indian tribe was made in 1894 by Lieut. V. E. Stottler at the Mescalero Apache Indian Agency in the White Mountains of New Mexico. It was an unqualified success. The Mescalero Apaches occupy a reservation of seven hundred square miles. They are typical Apaches, and are related by blood to the other tribes of Apaches in Arizona and New Mexico. Their principal characteristics were ignorance, superstition, cruelty, cunning, filth, laziness, stubbornness, immorality, drunkenness, begging, treachery and lying—a combination of vices certainly appalling. For years the national government had supplied them with rations, clothing, live stock and implements. They were a truculent, overbearing, quarrelsome tribe with whom the timid Indian agents could accom-

plish nothing in the way of betterment had they felt so disposed. To keep them in check a garrison was maintained at Fort Stanton, a few miles distant, for nearly twenty years. The Apaches were always warlike and fought all comers in turn, extending their courtesies alike to the Pueblo Indians, the Spaniard, the Mexican and the American and it remained for the latter to thrash some sense into them. The Apache family of tribes numbered originally about 65,000 people. The co-hesion of the tribes was broken up in 1870-75 during the Shafter-McKenzie and Miles campaigns but the separate tribes and parts of tribes remaining truculent for years thereafter, breaking out at intervals and murdering indiscriminately anyone that came in their way. They have acquired an unlimited respect since then for Washington. Washington has much money and many soldiers and that these soldiers can and will fight, they know from dearly bought experience.

Lieutenant Stottler took the Mescajeros (whiskey makers) in charge in December, 1894, and in the course of three years converted them into a thrifty hard-working people. He found them living in tepees, wearing breech clouts, long hair and blankets. The description of their moral status is from Lieutenant Stottler's report. They were frequently drunk on tiswin, a villainous intoxicant of their own manufacture, and numerous brawls were the order of the day. Twenty grown bucks, educated at the expense of the government, were running about the reservation in long hair, breech clouts and blankets, and were more unruly than the wild Indians—who had never been off the reservation. As customary, the educated girls were traded off by their parents to any old drunken savage who could pay the price in horses and it mattered not how many wives he already had.

The lieutenant determined at the outset that all adult able-bodied Indians must work or starve and that the children must be educated en masse, so that the entire growing generation would be trained at the same time in the duties of citizenship. The lieutenant's predecessor had attempted a few innovations some years before

and was for several weeks kept a prisoner in his own house in consequence. The soldiers at Fort Stanton had to be called in to save the agent.

The lieutenant's first work was to request the removal of the garrison from Fort Stanton and then the preliminary work was begun on his fourteen Indian policemen. He gave them the choice of having their hair cut and wearing civilian attire or quitting the service and losing their rations as well. The order was received under vigorous protest, and threats were made to murder the lieutenant, who nevertheless was inexorable and moved his cot on the front porch, sleeping at night unattended in the open air. The policemen refused to serve and did some fasting in consequence. Several weeks passed before one of them could be induced to allow himself to be shorn. In this case the barber paid a ten dollar gold piece for the privilege of shearing his victim. The victim, according to local tradition, had a joyful time of it when he went home to meet his spouse. He had his arms full of commissary supplies, when the amiable lady went for him and batted him over the head with a skillet and ran him out of the tepee scattering the supplies over half an acre of ground. The tepee was immediately occupied by his mother-in-law and thus he was compelled to camp in the woods until the trouble blew over. For a week or so he was the subject of the jibes and jeers of his long-haired brethren, which naturally lead to several hand to hand encounters. This policeman devoted nearly all of his spare time to induce other policemen to be shorn and catching one asleep one day he sheared him before he awoke. The result was a hard fought scrap between the two and much derision from the others. It required about six weeks time to shear the police and put them in uniform, and most of them were pretty lean before they gave in. The loss of the long hair created an ardent desire in every policeman's breast to shear every other Indian on the reservation.

The order for a general hair cut and wearing of civilian garb came soon after. No hair, no rations. Of course there was grumbling and kicking and a general desire to wring the

lieutenant's neck and numerous visits from the chiefs, which always ended with "no hair, no rations." Finally one steady old Indian made application for a new wagon. The application was refused unless he agreed to have his hair cut. After a few days the hair came off and the old Indian drove home in a new wagon, in a new suit of clothes and abundantly supplied with goods from the commissary. Others came up voluntarily and had the police shear them. Three particularly stubborn Indians were sent to El Paso with several wagon loads of hides to sell. On their way they learned much and on their return they complied without further grumbling. After all the volunteers had been shorn and clothed in new raiment, the unwilling ones were rounded up, laid on the ground and sat on by half a dozen policemen to hold them steady while others clipped their hair.

Some twenty-five escaped and started for the San Carlos reservation, some two hundred miles away. The whole tribe of shorn Apaches started after them on horseback. They went through Tularosa at midnight like a tornado rousing up the sleepy inhabitants and scaring them out of their wits. Before the Tularosans could gather their wits and weapons together the Apaches were in the White Sand Hills, leaving a cloud of dust behind them. It was the wooliest man hunt ever held in New Mexico, but the fugitives were overtaken and after a fierce hand to hand fight, were securely tied to the horses and brought back to the reservation, where every last one of them was sheared. An orthodox Jewish rabbi, from Poland, who was on his way to White Oaks or Las Cruces was also caught. He sacrificed his earlocks and long hair and reached destination nearly bald headed. The tribal decision was that a white man had no right to wear long hair when an Apache couldn't. Only one old fellow escaped. He never came back to the reservation. He became a teamster and whenever he met any of the brethren at White Oaks, Alamogordo or El Paso, never failed to jibe the others and call their attention to the solemn fact that he was the only unshorn Mescalero Apache Indian in New Mexico.

All children over five years of age were ordered to school. The order met with much opposition, but the obdurate parents were promptly jailed and put to work at hard labor. All sorts of tricks were resorted to, to get ahead of the agent. Where the ration list showed a child over five years old, the agent demanded it, and some old grandmother would bring in a six months old baby. A threat of guard house, etc., generally brought the child asked for and left the old crone wondering how the agent knew they had a five year old child in the tepee.

In dealing with these Indians, the object was to develop the individual initiative of each Indian. The chiefs were utterly ignored as spokesmen for the tribe or for any one but themselves, and each individual was required to deal personally and directly with the agent. The ordinary Indian soon learned that he could transact business with the agent without the aid of a chief and fared much better by doing so. Every Indian was ordered to select a piece of land and cultivate it, and the placing of the Indians on farms soon broke up completely the influence of the chiefs. The individual ownership of live stock and the proceeds of their work, brought out many latent energies. Thrifty Indians who had raised good crops were sent to Las Cruces, White Oaks, Carlsbad, Roswell, El Paso, etc. to sell their produce and to do their own bargaining and successful trips of this kind helped much to stimulate confidence in themselves. The earnings from the farms meant more comforts, more live stock, more wagons and implements. It was strongly impressed upon them that Washington would not for all time furnish rations and that the time would come when the prospect before them would be "work or starve." If they learned how to work while they had the opportunity, starvation would never come.

The manufacture of tiswin was entirely stopped. The makers of the intoxicant were put to hard labor for six months for the first offence after the order was given. On a repetition of the offence they were soundly thrashed by the police and put to hard labor a second time and thrashed a sec-

ond time, when they were released. Not an Indian has been drunk on the reservation since 1895.

The net result of three years of one man government was that every male Indian had his hair cut and wears civilized attire; has taken a piece of land, fenced it and raises grain, vegetables and live stock; has a good comfortable log house, a cook stove and utensils. Each man, woman and child has at least ten sheep and several have flocks of a thousand or more. Every family has a good wagon and horses as well as implements and other live stock and knows how to raise grain and other crops. The modern Apache works hard and pays as he goes and requires no aid from the government. Beef rations and other supplies are issued only to those too old to work, widows and the sick.

The tribe built an elaborate system of irrigating ditches and voluntarily made the bricks and built the agency school houses, taking much pride in their work. The breaking down of old traditions, customs and habits was hard and dangerous work but it was taken in hand by a fearless man and carried to a successful concession. The Indians would not change the existing conditions if they could. Lieutenant Stottler was the greatest chief they ever had and his work will not be forgotten as long as there are any Apaches on earth.

During 1900 there were on the reservation 443 Indians, cultivating 90 farms; 3,000 acres all fenced and 1,200 acres planted in grain. They owned 1,000 horses, 20 mules, 60 burros, 5,000 sheep, 600 goats and some cattle. They produce nearly everything they consume. They sold in 1900 \$8,000 worth of grain and received from the government \$636 for hauling freight, \$600 for wool and \$200 for lumber. The value of the women's work, fancy mocassins, toys, baskets and bead work sold to strangers and visitors, amounted to about \$1,000. The tribe lives in about 100 well built block houses, raises nearly all its own food and has a good crop to sell every year. The improvement of these Indians is permanent beyond a doubt.

The agency school is a kindergarten and industrial school combined. It has

121 pupils from 5 to 18 years of age. The literary course is much like that of other schools. The industrial course consists of gardening, farming, care of livestock, carpentry, blacksmithing and all other occupations a young American boy would encounter in a rural community. The youngsters at the school will build a wagon complete, make furniture or windmills or build a house from the ground up. Apple orchards and berry patches are getting to be quite common on the Indian farms and good fat grunTERS and palatable smoked hams can also be found. The Apaches never used birds for food but chickens, turkeys, etc., are getting more numerous every year. Each girl takes her turn at the kitchen, laundry, sewing room and other domestic work. The boys do the heavy work in the kitchen and laundry and raise all the vegetables consumed in the school. Most of the girls know how to weave blankets, to make their own apparel and to keep clean and tidy. Some of them are excellent cooks. The education acquired by the growing generation will stick; there will be no backsliding into the old ways. The iron will of the agent carried the conviction that the old ways were not the best and it instilled in every Indian a feeling of self-respect

not possessed before. The girls of the tribe will no longer be sold or traded off for livestock. In school and out of it they demand from the male population, the same deference which is exacted by white women. For ages the Indian woman has been the drudge, the household chattel, but that day is over among the Mescaleros. There is no drunkenness, no tribal dancing, and no paint among the old folks, except dirt and not much of that, the progress of a century was accomplished in three years, and all this by one fearless man without the aid of a soldier or a missionary.

Lieutenant Stottler relinquished his charge at the outbreak of the Spanish-American war and when he departed the whole tribe accompanied him to the railway station, ninety miles away. The work undertaken by the lieutenant has been in competent hands since his departure and good progress has been made every year. Some individuals of the tribe have developed into fairly good traders and keep a healthy bank account. Merchants doing business with individual Apaches consider their verbal promise to pay as good as a white man's note. The Mescalero Indian, though not yet civilized, is no longer a savage.

Immigration to the Country Along the Kansas City Southern Railway.

It is customary with most railway companies to ascertain at least once a year what improvements have been made along the line. This information is obtained from several sources and usually consists of the reports of the station agents, secretaries of commercial clubs, the cashiers of the banks, real estate men and others in position to furnish the desired data. The tabulation of the several hundred reports sent in from the towns along the Kansas City Southern Railway gives the following results for the year 1905.

Increase of the population of the towns along the line 21,026, of the

country adjacent to town, within five miles of the railway track, 11,511, giving a total increase of 32,537 within a strip of country ten miles wide and extending the length of the road. The total population within the strip is, in 1905, 533,630, not including Kansas City. A strip twenty miles wide would probably contain from 700,000 to 800,000 people. As nearly as can be ascertained there are within five miles from the track 24,120 farms, all in cultivation and ranging in size from ten acres to three hundred and twenty acres. Of the new comers 2,131 have purchased farms, the largest number of purchases

being made near Neosho, Mo., Siloam Springs and Horatio, Ark., Howe, I. T., and Shreveport, La., while purchases in considerable number were also made near Pittsburg, Kans., Joplin, Mo., Gentry, DeQueen, Ashdown, Ogden, Grannis, and Waldron, Ark., and Lake Charles, La. There is hardly a station on the line which did not have a material increase in the adjacent rural population. The new comers put into cultivation 1,028 farms with a total of 59,565 acres. Figuring the improvements on these farms at \$500 each, there will have been invested in farm houses, fences, etc., at least \$514,000, all this on new land.

Of new orchards and truck gardens 12,875 acres are reported, and of this acreage two thirds is in fruit trees, worth the first year at least \$50 per acre. This improvement would aggregate \$429,000. The new improvements outside of the towns, but within five miles of the railroad tracks will amount to \$943,000 or say one million dollars.

The people who have settled in the towns have done a few things also during 1905. They built 3,099 dwellings and paid \$2,977,980 for them, likewise they erected 379 new business buildings and invested \$3,019,750, making a total of \$5,997,730. But this is not all that was done. In addition to the dwellings and business houses there were erected in the towns on the line 72 churches and schools costing \$746,000; three new county court houses, costing \$31,500; Public Buildings, costing \$324,475, and constructed streets, sidewalks and sewerage, costing \$537,042 and water works and improvements costing \$453,500; 17 hotels, costing \$318,000; two theaters, \$85,000; three hospitals, \$220,000, etc., to which should be added the cost of 172 new manufacturing plants, enlargements, warehouses, banks, etc. The buildings enumerated cost \$8,723,247.

Ninety new merchants, carrying stocks valued at \$368,050, have established themselves in business, and fourteen banks with an aggregate capital of \$745,000 have been located in the several towns. The gross capital invested in the mercantile and banking establishments amounts to \$1,113,050.

The Industrial development of the country along the Kansas City Southern Railway is going on rapidly. During the year 1905 there were located and put in operation 42 sawmills, planing mills and shingle mills, and 8 other wood working plants. Four plants for working iron, building machinery and smelting metal, ten brick, sewer pipe and concrete stone works, eight flour mills, grist mills, bakeries and cereal food factories, three rice mills, two oil refineries, three turpentine works, ten cotton gins and cottonseed oil works, five cider mills, vinegar works, distilleries, canneries and bottling works, two meat and poultry packeries, six creameries, ice cream factories, chocolate factories, ten ice, electric light and gas plants, two briquette plants, soap works, fertilizer works, broom factories, laundries, five wagon factories, harness and mattress factories, one shirt factory, one powder mill, a nursery, power dam. In all there were one hundred and twenty-six new manufacturing enterprises. Twenty-six plants were greatly enlarged. The capital invested will run into several million dollars.

During 1905 there were opened up 35 new coal mines and 10,000 acres of land were prospected for lead and zinc. In Arkansas two manganese mines, an immense marble quarry, three building stone quarries and three slate quarries were put in operation. One hundred and twenty-two oil and gas wells were drilled and several large towns were supplied with gas from two new pipelines.

The electric street and suburban car lines in eight different cities were extended and four steam railroads were built from towns along the K. C. S. Railway. In the timber region of Arkansas and Louisiana eight new lumber tram roads were put in operation and on the Neches River two steamboat lines have been put in service. The telephone service, local and long distance, has been installed in twenty-four towns.

The different items above mentioned include only the additions made during the year 1905.

Home Ownership.

EX-GOVERNOR JAMES STEPHEN HOGG.

For many years my advice has been, is yet, and will continue to be, that every man in this state, either in the country or in town, should acquire a home. The longer our citizens wait to make this important acquisition the more difficult it will be to them. Land prices continue to rise and the population is fast increasing. There are now 171,247,040 acres of land and about 3,500,000 people within the limits of Texas. If these lands were equally divided among the people they would have only about 45 acres each. Twenty-one years from today the youngest living child will be grown. Keeping up the ratio of increase in the past two decades there will be at that time only about twenty acres of land per capita in this state. Thus it will be seen that the longer a man waits the less opportunity he will have to get a home. More than twenty years ago I called the people's attention to this proposition and many of them wisely availed themselves of the cheap lands in their neighborhoods. Many of them bought thirty acres, some fifty, and others more for their homesteads.

At that time it was in the power of every man in this state to buy a home and pay for it from the rents, which he has since paid, if he occupied one. Good lands then could be bought at from \$2.00 to \$10.00 an acre; whereas, the same lands now will cost from \$10.00 to \$75.00 an acre. Twenty years from now these same lands will range in value from \$30.00 to \$200.00 an acre.

Aside from the advantage of investment, is nature's obligation, a man's solemn duty, the implied promise he makes when he takes unto himself a wife, to get a home on which he and his family can live as citizens of the government. Nine out of ten promise their wives before marriage that they shall have a home. This is often the leading inducement for woman to accept man's hand in marriage. So much so is this the law of nature that not

only people but animals of the earth, birds of the air and fishes of the sea desire to and do have a "home" as soon as they can get it after "mating off."

Any healthy, industrious man in this state can yet procure and pay for a home in the city or country easy enough. Suppose he is a farmer with a wife and one child. Ordinarily he could not cultivate more than twenty acres. Instead of buying he rents and pays in money or its equivalent about \$3.00 an acre. Say that he occupies thirty acres, worth about twenty dollars per acre, or in the aggregate \$600.00. For this land he pays annually 10 per cent of its price without any benefit from the increase of values caused from good cultivation or from the influx of immigration. Within ten years his rents will equal the value of the land. Would it not be better for him to buy this tract on time and pay seven or eight per cent interest on the purchase price? If he owned the land he would get the benefit of his rainy-day improvements of it as a home. Practically this property would cost him no taxes, for the amount of about five dollars that he would have to pay would be more than offset by the public free school fund he would annually get from the state if he sent only one child to school. If he sent two or more to school this free fund would more than equal all the taxes he would have to pay. Here he could rear his family, form his social, religious and political associations, which compose the essence of civilization and happiness. Here he would become permanent, known to his neighbors, and profit by the good character for probity, punctuality and loyalty that he should form. As he prospered and accumulated wealth he could buy other lands and pay for them to meet such necessities as might arise from the growth of his family. Should he be so unfortunate as to lose a member of his family, he could have a grave

ground in which to bury the dead. As insignificant as that may first appear to the average man, it has more influence on the formation of the characters of people than most any other property or incident of their lives. Let a tenant lose his first-born and bury it upon rented premises or in a strange woodland or churchyard nearby. His family are newcomers in the community, and the neighbors, unacquainted with them, do not feel at liberty to make the calls to solace them that they would on older settlers. Grief-stricken over her loss, and heart broken from what appears to be the indifference of the people, the mother cannot tolerate it another year in that community. There is no inducement save the child's grave for them to remain there longer and they decide to leave it. They move, they drift, they go from cabin to cabin upon the lands of others—discontented, unsatisfied, and continue to move year after year. As three moves are equal to a fire, these people, once on wheels, continue rolling down the hill of disappointment until they believe the hand of man is against them, and consequently are transformed from good citizens to misanthropes, if not government haters.

This is an extreme picture, but it is the common condition of migratory tenants. It applies as well to the town as to the country tenant. When he

fails to buy a home he stands in his own light; he inflicts a cruel wound upon his family, brings on himself severe burdens of distress, loses the opportunity of better citizenship and fails to educate and refine his children. In times of sickness, when rents are due and cannot be paid, he may not find neighborly indulgence and sympathy, but instead thereof the cold hand of a heartless, avaricious landlord. At this moment of his darkest gloom threats of dispossession and snarls and growls of bill collectors take the place of neighborly visits and the night songs of cheerful friends. These suggestions must unfold to the mind on the one hand the many pictures of horror and distress that must hover over the unsettled tenant; and on the other hand, they should furnish the pictures of contentment, of happiness and prosperity that light up every well regulated home.

Home, the center of civilization! Home, the pivot of constitutional government! Home, the ark of safety to happiness, virtue and Christianity! Home, the haven of rest in old age, where the higher elements of better manhood can be taught rising generations by the splendid examples of settled citizenship. Every man should have a home!—*Written for "Farm and Ranch."*

Ores in Polk County, Arkansas.

In the limited space at our disposal we are able to only very briefly sketch the mineral resources of this vicinity.

The country surrounding Mena is all of sedimentary origin, beds of slate, shale, clay and quartzite or sandstone alternating with each other. Since these were deposited there have been gigantic subterranean forces at work that have upturned these beds and folded and crushed them so that in some places they are in perpendicular position and in almost every case are more or less disturbed. This gradual uplift-

ing and crushing caused intense heat, which, together with the tremendous pressure reduced the sandstone in many places to a state of semi-fusion, forming the fine grained novaculite or whetstone that is so common here, and for which Arkansas is so widely famed. The best whetstone rock in this country is found here. The fine novaculites of this section are exceedingly fine grained and very pure, the best of them showing upon analysis the following composition: Silica, 98.1 per cent;

alumina, 0.6 per cent; potash and soda, 1.2 per cent.

In these immense deposits of novaculite are in many places large quantities of manganese and iron ores which quite often carry cobalt and uranium in considerable quantity.

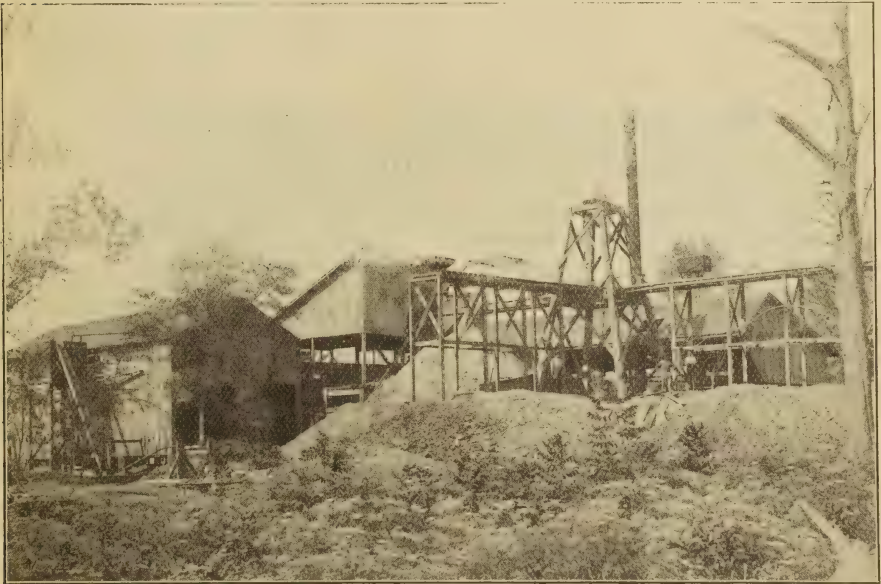
The mineralized belt is about ten miles wide north and south and extends east and west for a distance of over thirty miles. In this area there are numerous ranges of mountains running east and west. These ranges are formed of novaculite which is well mineralized and carries immense deposits of manganese and are from 100 to 600 feet high. These veins of ore vary in width from 20 to 100 feet in thickness. The ore is present in workable quantity in a great many places on these veins and there are very great quantities that can be mined and worked at a profit. Many samples of this ore have been analyzed and found to contain from 90 per cent to 96 per cent of manganese dioxide, with only small quantities of iron and silica. There are also in the vicinity of Mena

numerous lead and zinc veins from which very fine ore has been taken. Different samples of jack carrying 98.3 per cent, 98.5 per cent, and 99.1 per cent zinc sulphide with iron present in very small quantities. Traces of cadmium and lead are quite frequently found in the jack.

Equally fine specimens of lead ore have been obtained also. The nature of the gangue matter in which the lead and zinc occur makes the working of these ores very easy. There are practically no carbonates and the silicious gangue can readily be removed from the ore by concentration. This is true of the manganese and iron ores as well as the zinc and lead.

Associated more or less closely with the lead and zinc ores is silver bearing quartz and quartzite. This occurs in good sized veins and shows fine values for surface rock. Much of this carries silver to the amount of from twenty to forty-five ounces per ton with gold values in some cases as high as ten dollars per ton.

H. P. GRABILL.



Zinc Mine in Polk County, Ark

THE COUNTRY ROAD.

From the busy fields of the farmer-folk
 It starts on its winding way,
 Goes over the hill, and across the brook,
 Where the minnows love to play;
 Then, past the mill with its water wheel,
 And the pond that shows the sky;
 And up to the bridge by the village store,
 And the church with its spire so high.

You would never think that the country road,
 From the hill to the store, could be
 So long to a boy with an errand to do
 And another boy to see.
 You can never dream how short it is
 From the farm to the frozen pond,
 Nor how very much further it always is
 To the school house just beyond.

O, the country road! at the farther end
 It runs up hill and down,
 Away from the woods and the rippled brook
 To the toiling, rushing town.
 But, best of all, when you're tired and sick
 Of the noisy haunts of men,
 If you follow it back, it will lead you home
 To the woods and fields again.

— *St. Nicholas.*

Some Progressive Cities on the Kansas City Southern.

Among the hundreds of reports received from the cities and towns along the Kansas City Southern Railway are several which show such rapid and extensive progress and development, that it would be a decided injustice not to make the contents of these reports known publicly in detail. There is not space enough in Current Events to mention more than three or four of these cities in this issue, and therefore only Joplin, Fort Smith and Shreveport and Texarkana can be considered. Mention of the other cities will be made in future issues.

Joplin, Mo.

The population of Joplin on June 30, 1905, was 36,000, showing an increase of 3,000 over the preceding year. During the year ending June 30, 1905, there

were erected 700 dwellings costing \$1,050,000 and 27 business buildings at a cost of \$423,000. The U. S. government erected a stone and brick post-office at a cost of \$150,000 and one public school building was improved at a cost of \$5,000. One Methodist church was completed at a cost of \$35,000 and four others are under construction at a cost of \$87,000. The public works consisted of $2\frac{3}{4}$ miles of new sewerage, $4\frac{1}{2}$ miles of macadamized streets and 20 miles of sidewalks costing in the aggregate \$67,125 and improvements in the municipal light plant costing \$30,000 more. The electric street car system has been extended several miles, and fifteen new mercantile houses have been established with a capital of \$100,000. The Conqueror Trust Co. is a new financial institution with a

capital of \$100,000. The average daily bank deposits of Joplin amount to \$181,045 and the monthly pay roll of the city to \$500,000, of which \$50,000 is miners' wages.

In the immediate vicinity of Joplin, say within a radius of five miles, there have settled in the last year one hundred families, say 400 people. A considerable number of these are engaged in lead and zinc mining, others in farming and truck gardening. About 10,000 acres of new land are now being prospected for lead and zinc. About 8,000 acres are in cultivation being divided into numerous small truck farms.

At the present time Joplin has seven banks with a joint capital of \$440,000, a surplus of \$457,000 and average daily deposit balances of \$3,076,000. There are in Joplin ten wholesale and jobbing houses with a joint capital of \$573,000 who transact an annual business of \$2,891,000. In manufacturing lines Joplin has sixteen establishments with an aggregate capital of \$979,000 which transact an annual business of \$2,470,000. There are about 150 good producing lead and zinc mines in the district, yielding ores, one year with another in the value of \$10,000,000 to \$11,000,000 annually. Of the hundreds of retail establishments in the city no special mention is made.

Fort Smith, Arkansas.

The population of Fort Smith on June 30 is estimated to be fully twenty-five thousand of whom three thousand made their home in the city during the past year. The taxable values are reported to have more than doubled. Seven hundred dwellings have been erected during the year, costing about \$700,000, and 25 business buildings costing \$50,000. A large hotel and several large office and wholesale buildings are under contract. The construction work of the Fort Smith Light and Traction Company cost approximately \$400,000 and additional improvements costing \$200,000 will be made this coming year. The Fort Smith Wagon Company added \$100,000 to its capital stock. The Fort Smith Rim and Bow Company, the Southern Broom Factory, the Fort Smith Biscuit Company and the two large ice plants have doubled their ca-

capacity during the past year, adding about \$100,000 in improvements and additional machinery. The Fort Smith Refrigerator Company erected large new buildings and increased its capital stock to \$30,000. The Fort Smith Handle Company has largely increased its capacity and now has a \$75,000 plant working to its full capacity. The Ingle Wagon Company has also increased its capital and capacity. Two new planing mills and lumber companies, started during the past six months, and a Cotton Press Company have largely increased their capacity and facilities. A coffee roasting company, organized last summer, now markets from 7,000 to 10,000 pounds per day. The other new establishments are an iron working plant, capital \$50,000; a laundry soap factory; a creamery, capital \$50,000, and a new commercial bakery. The new Christian Church has been completed and the Sisters of Mercy have erected a hospital at a cost of \$60,000. Among the many new residences are twenty or more that cost from five to twenty-five thousand dollars each. The various buildings now under contract will cost more than one million dollars when completed.

Shreveport, Louisiana.

The population of Shreveport, La., on June 30, 1905, is given at 31,000, of whom 1,000 settled in the city during the past year. During that period of time, there were erected in the city 185 new dwellings costing \$104,080 and 27 new business buildings costing \$460,400. Among the other improvements were a new school building costing \$50,000, three church buildings costing \$83,000, 4 3-5 miles of water mains costing \$27,000; 6½ miles of new sewers costing \$35,000, 10½ miles of street improvements and 30 miles of sidewalks. The electric street car system has been extended three miles at a cost of \$105,000. Three new hotels and one theater were also built during the year and a pipe line to carry gas from the Caddo gas field is now in course of construction. This line is also to be extended to Texarkana, Tex., and will approximately cost \$350,000.

The shipments from Shreveport during the year amounted to 256 carloads

of cotton seed oil, 250 carloads of cattle, 700,000 pounds of wool, 1,000,000 pounds of hides, 253,864 bales of cotton, showing an increase of ten per cent over the preceding year. The general increase of business in Shreveport has been about the same.

The people of Shreveport are with good reason proud of their public schools. The high school building, grounds and furniture, including industrial department, both for boys and girls, substantially equipped cost \$150,000; Park View School, grounds and equipments, cost \$50,000; Texarkana Annex School, grounds and equipments, cost \$50,000; Edward Street School, grounds and equipments, \$20,000; Peabody Normal, grounds and equipments, \$10,000; Mount Zion, \$16,000; West Shreveport School, \$1,000. Total \$286,000 for school purposes. Of these, the Texarkana Annex School has been built between June, 1904, and June, 1905. The water works have been enlarged. In addition to 43-5 miles of water mains and 6½ miles of new sewerage, the pumping station has been improved by 4½ million gallons, by increasing the capacity of the filtering plant fifty per cent and by adding fifty new hydrants.

The Shreveport Traction Company have added three miles to their street car lines, making about thirteen miles in all. They have added 1,000 horse power to their generating plant, two 160 horse power, latest type, convertible cars and on the paved streets they have laid 80 pound steel, on the unpaved streets sixty pound rails. The improvements cost \$105,000. The city has purchased, at a cost of \$12,000, sixty acres of land to be used as a public park. The new theater now under construction will cost \$80,000. The daily deposits in our banks now exceed one million dollars and the gross annual business of the city is estimated at \$25,000,000.

The city has now eleven lines of railway and thirty-six passenger trains arrive and depart every day. The capital of the five banks in Shreveport is \$525,000, their surplus and profits \$755,000, and their gross annual deposits \$7,290,000. The various wholesale houses and

manufacturing establishments number thirty-five in all, have a working capital of \$6,730,000 and do an annual business of \$14,035,000.

In the country adjacent to Shreveport, say within a radius of five miles, there have been settled during the past year one hundred and fifty families, say seven hundred and fifty people in all. One hundred and forty farms were opened and 24,000 acres were put in cultivation. The improvements made are estimated at \$250,000. Land varies in value from \$2.50 per acre to \$50 per acre, the latter being alluvial river bottom land. About 3,500 acres were put in orchards and truck farms.

Texarkana, Texas.

The population on June 30, 1905, is estimated to be 25,000 of whom 150 settled in town during the past year. Three hundred new dwellings were erected at a cost of \$600,000, and 25 business buildings at a cost of \$125,000. The other improvements consist of two school buildings costing \$45,000, six church buildings costing \$165,000, extensive water works improvements, six miles of sewerage costing \$17,000, extensive improvements in new streets and sidewalks, about seventeen miles of electric street car service, remodeling of a large hotel and new ware houses. Twenty new merchants have opened up for business and a new bank, capital \$100,000, has been established. The daily deposit balances amount to \$450,000, and the gross business of the city is about \$12,000,000.

In Texarkana there are four banks and two trust companies, with a combined capital of \$400,000 for the banks and \$125,000 for the trust companies. The estimated gross annual deposits of the banks and trust companies is between 30 and 35 million dollars. There are engaged in business fifteen wholesale houses, with an approximate combined capital of \$825,000. Of manufacturing plants there are in all eighteen in operation, several of them being very large.

In the country adjacent to Texarkana sixty families, about 300 persons have settled and twenty new farms have been opened.

The Rice Crop of 1905.

At present the United States apparently ranks fourth in the list of rice producing countries of the world, the figures of exports in the latest available years being: India, 5,533,000,000 pounds; Siam, 1,803,000 pounds; the United States, 204,804,679 pounds, including shipments to its own contiguous territory; Japan, 103,000,000 pounds; Dutch East Indies, 85,000,000 pounds; Italy, 82,000,000 pounds; Corea, 32,000,000 pounds and Spain, 30,000,000 pounds.

The rice production in the United States has grown from less than 100,000,000 pounds in 1880, and 137,000,000 pounds in 1890 to nearly 1,000,000,000 in 1904. The total value of rice of domestic production shipped out of the country in the fiscal year 1905, was \$5,361,641, against \$667,287 in 1900, and \$16,454 in 1895. Meantime the imports of rice have fallen from practically \$4,000,000 in 1899 to \$2,000,000 in 1905, and for the first time in the history of our commerce the rice exports, exceed in value the rice imports. Prior to 1899 the rice imports ranged between \$3,000,000 and \$4,000,000 per annum and the exports had never reached as much as \$100,000 in value. In 1900 the exports exceeded half a million dollars; in 1901 they were about \$1,500,000; in 1902 they exceeded \$2,000,000; in 1903 they were \$2,500,000 in value; in 1904, \$2,750,000, and in 1905, as already stated, \$5,361,641.

The official crop report for 1905 as issued by the Department of Agriculture, will not be ready for publication until about the end of the year. The crop of 1904 was an exceptionally large one and in the estimation of many of the growers it was not at profitable as was expected. The following estimate of the rice crop for 1905 is made by one of the best informed rice men in Southwest Louisiana:

"The rice acreage of Louisiana for 1904 was 360,000 acres and we averaged $8\frac{3}{4}$ bags per acre yield, amounting to approximately 3,193,750 bags for this

state. Texas planted an acreage last season of 220,000 acres and their crop averaged $10\frac{1}{2}$ bags per acre, or about 2,310,000 bags for Texas, giving us a total rice crop for the past year of 5,503,750 bags, which is generally conceded to be the correct figures for last season.

"This year, because of the very unfavorable planting weather, Louisiana's effective acreage will most certainly not exceed 60 per cent of last year's or about 219,000 acres. The information I have gathered by personal investigation and by numerous interviews with farmers whose crops have been gathered, causes me to believe that the average yield per acre in Louisiana this season can not exceed six bags, giving the Pelican state a total rice crop of about 1,314,000 bags. Some of the Texas rice men claim that their acreage will be as large this year as last, but the majority of them estimate that this year's acreage will not be over 85 per cent of last season's, while some place the figure as low as 75 per cent. However, taking the higher figure of 85 per cent, their acreage for this year will be 187,000, and their average yield per acre may possibly run as high as 8 bags, which would make the Texas crop amount to 1,496,000 bags this year.

"Therefore you can readily see that unless there is something radically wrong with my calculations, or unless the large proportion of the crop already gathered fails to show what the general average will be, as to yields in the fields, the total rice crop this season of Louisiana and Texas will be in the neighborhood of 2,810,000 bags. I figure that six bags for Louisiana and eight bags for Texas is the maximum limit for the average yield per acre and it will take this average to give the total crop just mentioned. There is hardly any room for doubt as to the acreage figures and, therefore, in my opinion this crop cannot possibly reach three million bags."

Another estimate given out by a firm of rice merchants in New Orleans is as follows:

"A careful estimate of the rice crop of this season, gives some startling figures when compared with those of the past two years. For instance, the crop of 1903-1904 amounted to the equivalent of 5,000,000 pockets of clean rice, of which 1,500,000 were carried over to the following year.

The crop of 1904-1905 amounted to the equivalent of 5,500,000 pockets, and adding the 1,500,000 carried over from 1903-1904, gave a total for distribution last season of 7,000,000 pockets. There were actually distributed in the season of 1904-1905, not less than 6,200,000 pockets, leaving 800,000 to be brought over to the present crop.

"The best estimates for this season practically agree on a crop of 2,800,000 pockets, from which we must deduct the equivalent of at least 2,600,000 and by adding the 800,000 brought over

you will readily see that the entire supply for this whole season will be only 3,400,000 pockets, of which about 2,000,000 have already been consumed, leaving only 1,400,000 pockets to be handled in the next eight months, as against an actual distribution of 6,200,000 last year.

"The majority of the mills will be finished by the end of this month and we doubt if there are a half a dozen in the states of Louisiana and Texas able to run until the 1st of February."

According to the estimate given above, the crop for 1905 will equal a little over half the crop of the preceding year. It appears that there has been a decrease both in acreage and in yield due largely to excessive rains which visited the rice growing sections of Louisiana and Texas during the spring and summer. The very high price which will be paid for this year's crop will have a tendency to greatly increase the acreage for 1906.

Anderson, McDonald County, Missouri.

UNCLE EPHRAIM.

The day in which a man with limited means can secure a home, absolutely his own, has not yet passed, but it is reaching the passing point rapidly, and the timid, extra cautious and fear-ridden dub of a tenant who misses his opportunities, should not charge his want of success to divine providence, but rather, should go behind his landlord's barn and kick himself. The morality of corporal punishment is sometimes questioned, but the experience of the great majority is, that a good sound thrashing, applied at the proper time, will go farther in putting life into a sleepy boy and awakening latent energies than the sermons of a thousand preachers.

Over forty per cent of the occupants of farms in the older states are tenants, who year after year rob their wives and babies to pay some other fellow for the privilege of making him rich, and the worst of it is they are under no obligation whatever to do so. They are simply unable to arouse themselves

from a condition of sleepy contentment, a condition of voluntary servitude, which no real man should be content with. The tenant in the northern states needs the attention of the fool-killer more than any other man and a vigorous application of his club would accomplish a world of good.

Your Uncle Ephraim has recently done some traveling in Southwestern Missouri and Western Arkansas, and in his travels has visited some twenty odd places, where a man in good health and a will to work and about \$500 in cash could get a start in life and own his own home. If he understands farming and has business on the farm rather than in town, he should get along. He will not become a millionaire at farming but he can make ends meet and have some cash to lay away for a rainy day. The starting of the farm is more a question of the proper application of elbow-grease than the expenditure of money. The right kind of a man will succeed; the fellow who

is a tenant and remains one for lack of energy, thrift and good common horse-sense really needs a guardian.

Among the several places visited was Anderson in McDonald County, Missouri, a small town of six hundred people, located on the Kansas City Southern Railway. The town lies in a little valley surrounded by wooded hills. It is a quiet, prosperous little place and is quite an important shipping point for live stock of various kinds, as well as for cordwood, piling, ties, mining and bridge timbers. These are the all year round industries of the place but the adjacent country yields great shipments of apples, berries, truck and poultry. The apple acreage is very large and each year brings in hundreds of acres or new orchards. The quality is excellent and the product is shipped in carload lots. The other fruits of Anderson are peaches, plums and all varieties of berries grown in this section.

General farming has been the mainstay until the advent of fruit growing in a commercial way. Some of the finest farms of the whole Southwest are found in this region. The magnificent valleys of the Cowskin, Indian Creek on which Anderson is located, Beaver, Buffalo and Patterson Creeks, are unsurpassed in fertility and beauty. There are also great stretches of fine upland that can still be secured at very moderate figures. Land values range from five to fifteen dollars per acre and a few miles out from town some land can be had for three to five dollars. The absence of railway transportation caused this fine section of country to be only thinly settled, compared with other sections, but since completion of the K. C. S. Railway rapid progress has been made. New settlers are coming in right along and on the line of the railroad there is a string of good thrifty towns. A short distance from the railroad land can still be had very cheap, in fact so cheap that the timber on the land will more than pay for it. It is good for general farming, for stock raising and all of it is good for fruit.

Strawberry growing bids to become the most important, quick-money-making industry of all the horticultural pursuits carried on at Anderson. Over fifteen full carloads were sent out dur-

ing the season of 1905. The crop was exceptionally good and brought very high prices, some of the crop being sold at \$2.50 per crate. The loose gravelly soils of the hills and also the rich black soils of the valleys are splendidly adapted to commercial truck growing, an industry which has already assumed fairly large proportions and is rapidly increasing in magnitude. Poultry raising is another line of production which is attended with great success. Poultry and eggs are shipped in great quantity and the business is capable of indefinite development.

Now what can a man do to advantage at or near Anderson? If he wants to make a specialty of stock farming, he can buy range land cheaper than almost anywhere else in the United States. There will be good pasturage on it at least eight months in the year and possibly longer. He will have the finest water in the world in abundance on his range, no matter how hilly it might be he will have plenty of smooth land on which to raise his corn, hay and other forage. He can raise either horses, mules, cattle, hogs, sheep or goats. He can do well at either of them.

If he wants to do general farming, he can buy a hundred and sixty acres or less at \$5 to \$10 per acre, and get ample time to pay for it. If his means are limited he can sell enough cordwood, mining timbers, ties and bridge timbers to pay for his land in many instances. Of course this means plenty of hard work, but its also paying for a farm. The timber on the land will also provide a house, the fencing and fuel for years to come. The land will produce corn, wheat, small grain, hay, etc., in abundance and for some years to come there will be considerable open pasturage for live stock. On this farm is also room for an apple or peach orchard and a few acres in potatoes or other truck will help amazingly to meet current expenses. There is nothing to prevent a man from raising nearly all his meat on the farm and having some to sell. He can sell all the poultry and eggs he can raise and ought to be able to turn out to market several calves and hogs and a horse or a mule or two every year. When his apple trees begin to bear he will have an additional source of income.

The man who desires to make a specialty of fruit can get 20 to 40 acres close to town, and by going into apples, peaches, strawberries, raspberries, blackberries, poultry and eggs, etc., he can secure a regular income large enough to keep him in comfort. He can handle his orchard and berry crop independently or combine it with stock raising or general farming. His range of production is large enough to admit of a variety of crops which should yield a good profit every year.

Now all this can be done on land which will not exceed in cost \$10 per acre and much can be bought for less, the prices depending on location and improvements. Living is cheap in this part of the country and a man in good health ought to succeed. There is no healthier country anywhere than is McDonald County, Mo. A reasonably

high altitude, the purest air, and thousands of clear, cold, limpid, mountain springs insure good health and a bodily vigor hardly found anywhere else.

The man who can get up with the lark and work year after year on another man's cornfield and pay over the profits for the privilege of doing that work, should not dread a proposition to farm land of his own, even if he has to plow around the stumps for a year or two, or exercise the muscles of his back in grubbing land until he has it as he likes. He can cultivate the first year, though the farm may not look as pretty as a worn out rented farm, but all the proceeds will be his own. Let him write to the Commercial Club of Anderson, Mo., get exact facts and figures, come and see what others are doing and learn a thing or two to his advantage.



Zinc Mine, Joplin, Mo.

The Mining Industry of Missouri.

Complete figures on the coal and mineral output of Missouri have recently been published by the Labor Commissioner of the state. During the year 1904 the output of ores and manufactured mineral products transported

over the various lines of railway in the State of Missouri was valued at \$31,632,224. This aggregate value exceeds by half a million dollars, the entire gold product of Colorado and Alaska, and is a little less than the entire out-

put of the United States, including Alaska, for the same period of time.

Zinc ore is one of the most important of Missouri's mineral products. Jasper County is the chief producer in the state, as well as in the entire United States. Exclusive of manufactured zinc products, the output of the various forms of ores for 1904 was 238,393 tons, and was valued at \$8,255,174. The output of Jasper County alone was 202,513 tons, valued at \$7,317,133. Lawrence, Newton, Jefferson, Howell and Greene Counties furnished 34,650 tons of zinc ores and ten other counties made small shipments, aggregating 1,230 tons. The zinc manufacturers and by products amounted to 650 tons of spelter, valued at \$65,000, and 12,424 carloads of chat, valued at \$99,392.

The product of the lead mines in orebearing rock, cleaned ores and concentrated, transported by rail in 1904, amounted to 564,777 tons, valued at \$7,918,245. St. Francois County is the largest producer and of clean ores, 51,180 tons were shipped from this county. Jasper and Madison Counties 31,680 tons. St. Francois County also shipped 443,490 tons of orebearing rock and 11,740 cars of chat. Jasper County shipped 35,100 tons of lead concentrates and 6,990 tons of sublimated lead. Of pig lead Jefferson County shipped 35,350 tons, St. Louis County 13,425 tons, Jasper 9,891 tons, and Newton County 6,450 tons. Lead slag amounting to 165 tons, valued at \$33,000, was also shipped. The total value of the lead and zinc ores mined during the year was \$14,706,592.

The iron ores mined, amounted to 33,427 tons of ores, valued at \$73,473 and 22,645 tons of pig iron, valued at \$362,320. The greater part of the ore came from St. Francois, Crawford, Howell and Shannon Counties, while the pig iron came principally from Dade, Dent and Greene Counties. There are extensive iron furnaces at Sligo in Dade County, which ordinarily produce 24,000 tons per annum.

The coal products of the state in 1904 amounted to 3,707,027 tons, valued at \$5,931,243. Of this Lafayette County shipped 603,050 tons, Macon County, 916,490 tons, Randolph, 500,250 tons and Adair County, 450,500 tons.

Of other minerals, Crawford and Madison Counties mined copper ores valued at \$6,825; Madison County, nickel ores, valued at \$89,708; Washington and eight other counties, Baryta, valued at \$176,644; Miller and Morgan Counties, 30 tons of Kaolin, valued at \$2,385, and Newton County, 3,600 tons of tripoli, which was sold for \$38,000.

The gross mineral product of the state, exclusive of manufacturers in 1904, amounted to zinc ores, valued at \$8,255,174, lead ores, valued at \$6,451,418; coal, 4,368,129 tons, valued at \$7,003,078; copper ores, \$6,825; nickel, \$25,382; cobalt, \$89,708; iron ores, \$73,473; baryta, \$176,644; kaolin and tripoli, \$40,380, to which should be added the values of marble, granite, building stone, lime rock, cement rock, brick and fire clay amounting to \$4,218,426.

Kansas abounds in coal, no less than twenty-four counties having it in sufficient quantity to pay for operating mines. At the present time mining operations are actually carried on in twenty of these counties. The Southeastern part of the state has been favored by nature most abundantly in this valuable product. The two counties, Cherokee and Crawford, in 1904, produced nearly 3,000,000 tons, with a valuation of more than \$3,500,000 at the mines. One single mine at Fontenac produced over 8,000,000 bushels, with a value at the mine of considerably over \$400,000. While a single mine in Cherokee county did nearly as well, producing over 5,000,000 bushels in 1904. Leavenworth and Osage Counties are almost a tie as to third place, while Linn County ranks fifth in production.

The Year's Production of the West and Southwest.

The year 1904 has been a prosperous one in all parts of our great country, but the states west of the Mississippi and particularly those of the Southwest have been abundantly blessed in the way of great crops and industrial development.

The grain crop of the United States has been a great one. Probably not one-third of the grain crop is ever carried on a freight car. Two-thirds of the crop are generally consumed at home, being hauled to the local mills or fed to the live stock to ultimately reach the market in the form of beef, mutton or pork.

The portion of the crop, which will have to be transported in some way is estimated by those familiar with the transport of grain, to aggregate all of one and one-half million car loads. To haul all this grain would mean a movement of one hundred trains of forty cars each, every day in the year.

The estimate of the wheat and oat crop of Minnesota and the Dakotas is given at 326,000,000 bushels, of which 190,000,000 bushels will be transported by the steam roads. The corn yield is placed at 2,566,000,000 bushels and of this 786,000,000 bushels will probably be transported a greater or lesser distance. The three states alone will have 173,000 car loads of wheat and oats, and 796,000 car loads of corn, to which can be added 17,000 car loads of flaxseed.

The Missouri statistics relating to shipments from the state of flour, corn-meal, bran and millstuffs for the year 1904 show a value of \$30,057,096.40, a gain of \$16,236,141.71 over the shipments of the preceding year. The gain made is wholly in flour. The largest shipments come from Jackson, Jasper, Greene, Scott, Bates, Henry, Mississippi and Cape Girardeau Counties.

The surplus fruit shipped during 1904 from the counties of Missouri,

namely Barry, Jasper, Newton, Lawrence, St. Louis, Clay, Gasconade, Oregon, Howell, Holt, Marion, Pike, Franklin, Nodaway, Linn, Scott, Dunklin, Cape Girardeau, Mississippi, Livingston and Lincoln Counties amounted in the aggregate to \$2,529,918. Of this total \$966,994.85 was received for 668,893 crates of strawberries; \$10,468.75 for 41,855 baskets of grapes; \$260,285.00 for 743,674 baskets and crates of peaches; \$94,630 for 82,287 crates of blackberries; \$104,440 for 63,297 crates of raspberries. The apple crop was sold for \$486,097, which was obtained for 231,475 barrels. The watermelon crop is principally grown in Southeast Missouri and consisted of 3,422,094 melons, which were sold for \$239,546.58. Canteloupes brought \$62,896 for 70,679 crates. Pears are not extensively grown, but 12,229 baskets were shipped and \$7,337 was obtained for them. The plum crop brought \$6,173 and consisted of 13,200 baskets. \$187,818.84 was paid for 3,130,314 pounds of miscellaneous fruits and various dried fruits, consisting of 1,363,195 pounds, brought \$102,239.62.

The strawberries mainly came from Barry, Jasper, Newton, Lawrence and St. Louis Counties; the grapes from Gasconade, Clay and St. Louis Counties; the peaches from Oregon and Howell Counties; blackberries and raspberries from Holt, Marion, Howell, Pike, Franklin and St. Louis Counties. Holt is the leading apple-producing county, though large quantities come from Nodaway and Linn Counties. The Missouri apple crop for 1904 constitutes one-seventh of the whole apple crop of the United States.

The wine production amounted to 3,068,780 gallons, and was sold for \$5,603,170. Most of this came from Gasconade, Putnam, Newton, Livingston, Franklin, St. Charles and St. Louis

Counties. The cider production amounted to 289,213 gallons, valued at \$57,842; that of vinegar exclusive of St. Louis, 1,089,754 gallons, sold for \$217,950. There were also marketed 171,966 pounds of honey, valued at \$25,795, and sorghum molasses to the value of \$15,999.

Compared with some others, Missouri is not a great lumber or timber manufacturing state, yet the value of the forest products shipped out of the state during 1904 reached a total of \$20,437,114. Hardwood of various kinds is the prevailing timber, though considerable pine, cypress and cottonwood are also handled. The hardwood lumber shipments amounted to 222,445,624 feet and were valued at \$3,892,798, Pemiscot, New Madrid, Stoddard and Butler Counties furnish most of the hardwood lumber. The pine, cypress and cottonwood shipments amounted to 194,083,468 feet and were valued at \$3,881,689. The shipments of walnut logs amounted to 4,936,947 feet and were valued at \$493,694. Piling and logs of other timber shipped amounted to 138,680,837 feet and were valued at \$710,771. The output of railroad ties was 4,292,585, and was valued at \$1,717,034. The other timber shipments consisted of 168,378 cords of fire-

wood, valued at \$63,039; 1,192,659 pieces of fence and mine timbers, valued at \$95,414; 7,041 carloads of cooperage stock, valued at \$8,523,660; 20,000 telegraph poles, valued at \$380,340; 13,561 cords of paper stock, valued at \$67,805, and walnut lumber, valued at \$9,000.

The United States Department of Agriculture is now receiving the crop reports of 1905. The primary returns on corn production in 1905 indicate a total yield of 2,707,993,540 bushels, or an average of 28.8 bushels per acre, as compared with an average yield of 26.8 bushels for 1904. The average yield of buckwheat is 19.2 bushels, against an average yield of 18.9 in 1904. The increase in the yield of flaxseed is one and one-tenth bushels per acre. The average yield of potatoes is 87 bushels, against an average yield of 110.4 bushels in 1904. The average quality is also inferior to that of the preceding year. The average yield of hay is 1.54 tons, against 1.52 tons in 1904. The average tobacco yield is 813.5 pounds per acre, against an average yield of 819 pounds in 1904. The average yield of rough rice is 29.6 bushels, against an average yield of 31.9 bushels in 1904.



Zinc Smelter at Joplin.

The Zinc Smelting Industry of Kansas.

Kansas is better known for its agricultural resources than for its industrial development, yet for all that, it has immense deposits of salt, coal, lead and zinc ores, which are being mined and manufactured on a large scale.

In the zinc smelting industry it is the greatest in the Union. Smelters require a great deal of heat and natural gas is the ideal fuel. Throughout the gas belt of Southern Kansas there are eighteen lead and zinc smelters, in which are employed more than 3,000 men. At Iola, Kansas, there are nine smelters. At Pittsburg are five, and there are one each at Chanute, Cherryvale, Caney and Neodesha. The total investment in the smelter industry amounts to more than five million dollars. The daily output of spelter is more than 300 tons, and the daily consumption of raw material is more than 500 tons. These smelters consume more than 50 million cubic feet of gas per day. Most of the smelting companies are interested in gas lands and have developed their leases to the point where they are sure to have a supply which will last them for years.

The Edgar smelter in Cherryvale is the largest single smelting plant in the world. It costs more than one million of dollars and is modern in every respect. It covers more than forty acres of ground and employs more

than 500 men. Each of the other smelters has added from 250 to 1000 people to the population of the town where it is located. It is estimated that the annual disbursements of wages will exceed \$3,000,000.

More than ninety per cent of the raw material comes from the mines in the Joplin district in Missouri. The economy in the use of gas for fuel more than counter-balances the cost of transportation. As the smelters have possession of the gas wells, the cost of their fuel is less than two cents per thousand cubic feet of gas, which is less than fifty cents per ton for coal. Some of the smelter people figure that that get their fuel for less than thirty-six cents per ton. On the manufactured spelter the freight rate from Kansas to all parts of the country is not greater than from Joplin.

The product of the Kansas smelters is shipped to all parts of the country. Most of it goes to St. Louis, Chicago and New York. Very little of it goes west of the Mississippi river. The value of the output of the smelters is about four million dollars. The year 1905 has been a prosperous one in the industry. The demand of spelter has been greater than ever before. All the mines and all the smelters have been working full time, and the product has been shipped as rapidly as manufactured.

Manufacturers of Oklahoma and the Indian Territory.

A census of the manufacturing industries of Oklahoma and the Indian Territory, up to Dec. 31, 1904, is in course of preparation in the Census Bureau. It appears from the preliminary summary of reports compiled that the present industrial status of the two territories is as follows:

Oklahoma—Industrial manufacturing establishments, 657; capital, \$11,-

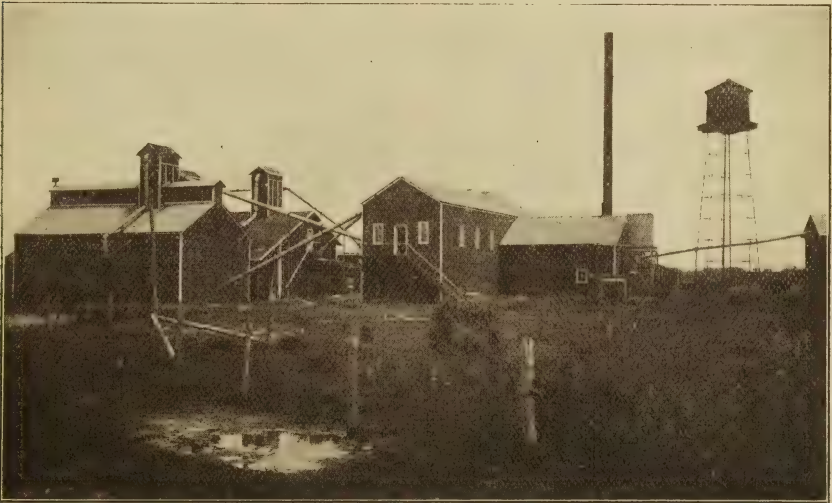
074,267, employing 535 officials and clerks and 3,192 wage employes, with a pay roll of \$2,119,666. The miscellaneous factory expense was \$979,404, the cost of material \$11,436,269, and the total value of the product \$16,433,430. The flour and grist mill products amount in value to \$9,320,040, seventy-five mills being in operation. The capital invested is \$3,208,536, the cost of

materials used is \$7,921,902. The oil, cottonseed and cake industry is represented in ten establishments, having an output valued at \$1,603,384. The capital invested is \$1,135,171.

In the Indian Territory there are reported to be 460 establishments, the products of which were valued at \$7,347,306. The capital employed is \$4,807,799, the number of officials and clerks 254, and wage employees 2,030; and the annual pay roll \$1,225,275. The miscellaneous expenses were \$483,699 and the cost of raw material used was \$1,703,769. The Indian Territory has 32 flour and grist mills, with a capital of \$839,451. The value of their output is \$2,414,819, and the cost of material used \$2,011,300. There are thirteen cottonseed oil mills, with a capital of \$1,378,984, and a production valued annually at \$1,437,799. The raw

material consumed is valued at \$1,115,735.

The U. S. Census Report on the cotton crop of 1905 is necessarily incomplete. Up to September 25th, the reports from the cotton gins show a decrease of 29 per cent in the quantity ginned, as compared with the crop of the previous year. If the same ratio be maintained for the rest of the season a crop of 9,600,000 bales will be obtained, though the crop of 1904 had been 13,700,000 bales. Up to September 25th 2,358,031 bales had been ginned. The crop so far ginned is distributed as follows: Bales, Alabama, 330,308; Arkansas, 9,352; Florida, 18,864; Georgia, 600,212; Indian Territory, 14,695; Louisiana, 44,794; Mississippi, 98,617; Missouri, 2,425; North Carolina, 121,243; Oklahoma, 8,825; South Carolina, 329,889; Tennessee, 3,255; Texas, 777,446 and Virginia, 293.



Cotton Gin at Spiro, I. T.

Fruit Growing at Decatur, Arkansas.

GEO. BRUSSE.

Answering your recent enquiry concerning the development of the fruit growing industry in this section of Arkansas, I will say that a large part of our production consists of strawberries, raspberries and blackberries.

Berry cultivation has made a remarkable advance in the last few years and we handle it now almost entirely in car load lots. This year (1905) only Gentry, Ark., and Neosho, Mo., exceeded us in the number of carloads shipped.

We have confidence, however, that in berry shipments we will next year ship more than Gentry, Ark., and will come next to Neosho. We are constantly working on the improvement of our berries and believe that within a reasonable time we can establish a reputation as a berry producing point equal to the best.

In the production of plums and pears we have yet several things to learn in the selection of varieties best adapted to our soils and climate. Several varieties have yielded very fine results and an additional successful year or two will lead to a larger planting of these delicious fruits.

Peaches are not, unfortunately, a sure crop, but when a crop is made, which happens two or three times in five years, it is profitable and pays very well for the trouble of setting out and caring for the trees.

The cultivation of cherries has received but little attention. The proper variety adapted to our soil has not yet been introduced, but fine fruit of this kind will find its way to market from this section within a few years. It is much to be regretted that so little has been done in the way of planting vineyards. The soil is excellently adapted to grapes and remarkably large and abundantly bearing wild vines are common in the woods. Several domestic varieties have done very well in this region and the experience gained leaves no doubt but that good money can be made in growing grapes not only by shipping the fruit, but more especially by making wine.

The handling of the apple crop in the future will be a problem which the railway companies will have to solve. During the last five or six years thousands and thousands of trees have been planted at and near Decatur. Apples are shipped in carloads at present and the shipments are increasing each year. The crop for 1905 has not been a good

one, but this fact does not cut any figure in the general fruit proposition, as a short crop now and then must be expected, and all parts of the country are liable to have them occasionally. A total failure has never occurred in this country, though the crops have not always been the largest. The magnitude of our orchard industry will surprise those who give the country an inspection. Every year the timber line surrounding Decatur is moved farther back and the cleared land is planted in young apple and other fruit trees.

The country round about Decatur offers many attractions to young, enterprising families. Good orchard land can still be had at very moderate prices and on easy terms. The town is growing steadily and the local merchants, dealers in provisions, clothing, etc., are doing a prosperous business. Some additional stores are badly needed. A good hardware store has been wanted for some time past, a furniture store can build up a nice trade, another blacksmith shop can get all the work it can do and a flour and grist mill is in good demand. The most badly needed institution is a bank, which could do a fine business here and would be much appreciated.

The climate at Decatur is mild and healthful. There is no grim cold during the winter months, but the weather is bright, crisp and invigorating during the fall, winter and spring. During the summer a cool breeze prevails and the adjacent country is full of summer visitors from the larger cities, north and south. The scenery in places is magnificent and easily reached over five gravel roads. The country abounds in fine mountain streams full of fish and hundreds of springs are scattered throughout the entire region. A drive through the 5,000 acres of fruit and berries in cultivation around Decatur is worth any man's time.

Kansas City, Missouri, in 1905.

About once a year a summary is compiled and a progress record is made of the business transacted in Kansas City. The information is obtained from various sources and is published from time to time in the daily newspapers, the new edition of the city directory, the reports of the Board of Trade, Manufacturers' Association and in other publications.

In 1855, ten years before the advent of the first railroad, the Missouri Pacific, the gross annual business of Kansas City, was valued at \$5,000,000. In 1860, the town had 4,228 inhabitants. Its traffic with the west had greatly increased, as it became the eastern terminus of the Santa Fe Trail. The freight shipped westward amounted to 16,439,134 pounds and in its transport there were employed 7,084 men, 6,147 mules, 27,920 yoke of oxen and 3,033 wagons. Nearly all commodities were brought to Kansas City by boat and thence distributed westward by wagon. In 1865 the Missouri Pacific railway was completed to Kansas City. In 1870 the population had increased to 32,260; in 1880 to 55,785. Since that time the increase has been steadily and rapid. The Hoyer Directory Company in their publication for 1905, give the population of Kansas City, Mo., at 297,245. The suburbs, Kansas City, Kansas, 79,972; Argentine, Kans., 7,522; Rosedale, Kans., 6,630, and Independence, Mo., 10,257; giving Greater Kansas City a population of 401,696.

The year 1905 shows Kansas City to be in possession of the following assets:

Over two thousand manufacturing establishments, large and small. A meat packing industry, with \$50,000,000 capital invested, employing 16,000 people and carrying a pay roll of \$9,600,000 per year. There are in Kansas City eight great packing plants, and 175 acres of stock yards which have a daily capacity of 35,000 cattle, 25,000 hogs, 25,000 sheep and 5,000 horses and mules. The greatest yearly receipts have been 2,250,000 head of cattle, 4,-

000,000 hogs, 1,333,000 sheep and 103,308 horses and mules, requiring for their transportation 35,000 cars. The value of the live stock passing through the stock yards annually exceeds \$100,000,000.

The bank deposits, Jan. 1, 1905, amounted to \$75,853,397.80 and the bank clearings for the year 1904 to \$1,097,887,155.57; in 1894 they had been \$480,502,029.59.

Among the railway centers of the world Chicago, Ills., ranks first and Kansas City second. The railway radiating from Kansas City have a mileage aggregating 50,000 miles and their terminal trackage in Kansas City exceeds 500 miles.

The street car mileage, electric and cable, amount to 217.79 miles and in 1905 carried 77,223,357 passengers. The system operates 31 lines and runs regularly 500 cars.

The grain receipts for 1904 amounted to 65,000 cars, consisting of 39,159,900 bushels of wheat, 14,187,600 bushels of corn and 4,675,200 bushels of oats. The milling capacity of Kansas City is exceeded only by that of Minneapolis. The output of flour was 53,000 barrels per week. The daily capacity of the mill now operating and under construction is 14,500 barrels. The yearly capacity is 3,000,000 barrels and 14,500,000 bushels will be used up in the manufacture. About half of the flour production is shipped abroad. The wheat production of the states convenient to Kansas City, Kansas, Nebraska, Oklahoma, Indian Territory, and Missouri, is annually 160,139,368 bushels.

Kansas City is one of the greatest produce markets in America. Kansas City alone consumes in one year the following quantities of produce, not including the great quantities distributed to the surrounding towns:

Butter, 7,300,000 lbs., at 20c	
per lb.	\$1,460,000
Eggs, 65,700,000 doz., at 15c	
per doz.	9,855,000

Poultry, 15,000,000 lbs., at 12c per lb.	1,875,000
Apples, 200,000 bbls., at \$3.50 per bbl.	760,000
Berries and small fruits, 500,-000 cases at \$1.50 per case.	750,000
Potatoes, 400,000 bushels, at 40c per bushel.....	160,000
Oranges, 384,800 boxes, at \$3.00 per box.....	1,154,400
Lemons, 243,360 boxes, at \$4.00 per box.	973,440
Bananas, 227,500 bunches, at \$1.25 per bunch.	284,375
Watermelons, 780 C. L., at \$150 per car	117,000

The cold storage capacity per year is sufficient to carry 3,000,000 pounds of butter, 20,000,000 dozen eggs, 6,000,000 pounds poultry and 75,000 barrels of apples. Frequently as many as fifty car loads of eggs, worth \$2,000 per car are handled in a single day.

The wholesale lumber trade of Kansas City is enormous, the yellow pine sales alone amount per year to one billion, five hundred million feet. The coal consumption is 2,556,000 tons.

The Kansas City School System

comprises 58 schools of which 4 are high schools and employs 764 teachers. Of churches there are 179. The public park system comprises nearly a dozen larger and smaller parks having an aggregate of 1,834 acres, 215 acres in parkways and twenty-six miles of boulevards, the total cost of which has been \$6,000,000. The sewer system in 1905 had a length of 258.54 miles, the gas mains, 302 miles, and the electric light lines 981 miles. The waterworks receipts for 1904 amounted to \$633,458.18. The mail matter handled in 1905 amounted to 153,507,550 pieces of which 65,675,570 were delivered in Kansas City. The stamp sales amounted to \$1,133,157.42 and receipts for second class matter \$181,362.52. The registered mail handled aggregated 1,431,728 pieces and the money order business amounted to \$10,271,957.51.

During 1904 the real estate transfers amounted to \$24,971,500 and 4,351 building permits were granted, the cost of the buildings being \$8,816,759.

The tax assessments for 1905 were personal property \$29,024,140, real estate \$68,104,230 and the receipts \$1,100,000.

Special Homeseekers' Excursions to the Southwest

JANUARY 2 AND 16 AND FEBRUARY 6 AND 20, 1906.

On January 2 and 16 and February 6 and 20, 1906, special round trip Homeseekers' tickets will be on sale at very low rates from points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota and Wisconsin, to all points on the Port Arthur Route south of West Line, Mo.

These special round trip Homeseekers' tickets will be limited to twenty-one days after date of sale, WITH PRIVILEGE OF STOP-OVERS ON BOTH GOING AND RETURN TRIP, at all points en route south of Jaudon, Mo.

Stop-overs may be made at as many different points as desired within final limit of ticket, thus giving homeseekers the opportunity of investigating several different localities.

These special round trip rates will be TWENTY-FIVE PER CENT LESS THAN THE REGULAR ONE WAY RATE, except that the minimum round trip rate will not be less than \$10.00, and at least \$4.00 higher than the regular one way rate from starting point to Kansas City.

The above rates will not interfere or cancel the regular round trip Homeseekers' rates in effect on same dates to points where one way rate is less than \$8.00.

Special One Way Colonist Rates

Will also be in effect on same dates, viz: January 2 and 16 and February 6 and 20, 1906.

For further information address the undersigned.

S. G. WARNER,

G. P. & T. A., K. C. S. Ry.,

Kansas City, Mo.

Industrial Notes.

AMSTERDAM, MO.—The Amsterdam Coal Company will have fifty men at their mines all winter and will ship an average of five cars per day.

ASHDOWN, ARK.—A fruit and vegetable cannery is to be erected here, provided the farmers will agree to plant 300 acres in corn and 300 acres in tomatoes. A farmers' meeting is to be held during December to determine what can be done.

BEAUMONT, TEX.—Mr. Jno. B. Goodhue of Houston has closed a contract to build on the site of the present Crosby house a modern four-story brick hotel to cost between \$200,000 and \$300,000. The work of construction is to be pushed with all possible speed.

BEAUMONT, TEX.—The Seale Transportation Company of this city has been recently incorporated for the purpose of developing the truck industry along the Neches river. The capital of the company is \$10,000.

BEAUMONT, TEX.—Two propositions, each to build a first-class hotel at Beaumont, are now under consideration. The Texas Glass Company has been incorporated with a capital of \$200,000 and has been consolidated with the Village Creek Sand & Glass Co., who own 1,000 acres of glass sands near Beaumont. The capacity of the plant, when completed, will be 200,000 gross of bottles per year, as well as large quantities of jars, window glass, plate glass, etc. The assessed valuation of Jefferson county, Texas, for 1905, amounts to \$22,896,241, and that of the city of Beaumont to \$9,364,300. The total indebtedness of Jefferson county is \$544,229. The new Catholic church building now in course of erection will cost, when completed, \$45,000, the furniture will cost \$20,000 and the organ several thousand dollars more. The Wilson Hardware Company are now erecting a building which will cost \$20,000. The Beaumont Sanitarium now being erected will cost \$25,000. It is estimated that new buildings costing in the aggregate \$250,000 will be under construction before the close of the year.

DE QUEEN, ARK.—The contract for the building of the new Sevier county court house has been let. The cost of the building will be \$10,000. The De Queen & Eastern railway is now being extended easterly ten miles in the direction of Hot Springs, Ark.

FORT SMITH, ARK.—The Equitable Powder Mfg. Co. of East Alton, Ill., have now completed their new plant near this city. The mill and buildings occupy 120 acres, and the plant is the most modern ever built in

the United States. The plant cost \$100,000, will turn out 25,000 pounds of powder per day and will employ fifty men. The Fort Smith Traction Company has ordered an entire new lighting plant. The street lighting system will be greatly improved as soon as the new plant can be installed. The Fort Smith Wagon Company has closed a contract for 1,000 wagons. A stove plant and a coffin factory are to be added to Fort Smith's industries in the near future.

FORT SMITH, ARK.—St. Edwards Infirmary, erected by the Sisters of Mercy at a cost of \$30,000, has been opened for the reception of patients. The infirmary is a three-story brick building containing 100 rooms. The Iowa Iron Works are a new plant just locating in this city.

GENTRY, ARK.—At the recent corn contest held here, some exceptionally fine corn was displayed. One exhibit of ten ears of white corn weighed 12 pounds 1 ounce; another of yellow corn, 11 pounds 5 ounces; another of mixed varieties, 10 pounds 1 ounce; another of white dent corn, 12 pounds 6 ounces. Some of this corn produced from seventy to seventy-five bushels to the acre.

GILLHAM, ARK.—During the present month (October) considerable interest has been awakened in regard to the local lead and zinc mines. Several good prospects have recently been uncovered.

HORATIO, ARK.—The Cleveland-McLeod Lumber Company have acquired the holdings of the Mammoth Pine Lumber Company at Neal Springs and are now completing a lumber plant, having a capacity of 150,000 feet per day. A hub and spoke mill are to be added.

JOPLIN, MO.—During the present year (1905) contracts were let for the erection of five new churches, costing in the aggregate \$112,000. A franchise has been granted to a new street car company authorizing same to use the city streets and build a suburban line 100 miles in length. A packing house company is now in course of organization. The Davis Creamery Company plant will be erected on Pennsylvania avenue and will cost \$10,000. The municipal electric lighting plant is to be considerably enlarged at an early day. During the year 700 residences, costing an average of \$1,500 each were built in Joplin and fifty more are now in course of erection.

JOPLIN, MO.—The church buildings now in course of erection in Joplin are that of the M. E. church, South, cost \$30,000; the M. E. church, \$35,000; the Catholic church

\$50,000; the Christian Science church, \$13,000; the Baptist church, \$7,000. These new church buildings, when finished, will cost in the aggregate \$135,000.

JOPLIN, MO.—The municipal electric light plant has been enlarged by adding a 500-horse power Corliss engine, a 150-horse power boiler and an additional generator of ample capacity. Several large, fine business buildings are in course of erection.

LAKE CHARLES, LA.—Mr. J. George Fredericks has closed contracts for machinery to make artificial building stone. This stone will be made in hollow blocks and will be handled in two sizes.

LAKE CHARLES, LA.—The output of the Sulphur Wells at Sulphur Station, a few miles east of Lake Charles, is now 500 tons per day.

MANSFIELD, LA.—The DeSoto Brick Company, which has been in operation over half a year, has been a very successful enterprise. Its output for the year will be about one million brick, all of which are in good demand.

MENA, ARK.—The cotton crop is now being picked and up to October 20th, 639 bales have been sold in Mena. A large swimming pool, gymnasium and bath house are to be erected during the coming months. The articles of incorporation of the Lone Star Slate and Mining Company have just been filed with the secretary of state. The capital stock is \$240,000. The Mena Light, Heat and Power Company, capital \$250,000, has been incorporated and has been awarded a franchise under which it can maintain telegraph and telephone service in Mena and connect with long-distance lines, and also provides a fire alarm system for the city. Construction on the Mena & Eastern railway has been begun. The new road will have a length of about forty miles, as at present contemplated.

MENA, ARK.—The Farmers' and Merchants' Bank of Mena has been incorporated with a capital stock of \$100,000. Mr. J. H. Cox is president and Mr. E. W. Hutchinson cashier.

NEOSHO, MO.—The Ozark Creamery Company have concluded to discontinue their creamery at McElhany's and establish a new plant here, owing to the better transportation facilities obtainable here. The necessary ground has been purchased and a suitable stone and cement building will be erected at once.

NEOSHO, MO.—The Retail Implement Dealers' Association have recently incorporated with a capital of \$50,000 and will immediately begin the erection of a large wagon factory to be located in this city.

The title of the new plant will be the Union Manufacturing Association.

PORT ARTHUR, TEX.—The Mexican-American steamship line has added two new steamers, the City of Tampico and the City of Mexico, to its fleet. Two of the company's steamers now running out of New Orleans will be transferred to the Port Arthur-Tampico route. The two new boats, both handsomely equipped steamers, will run out of New Orleans only. The Rodgers Opera House, formerly situated at Sour Lake, Tex., is now being moved to Port Arthur. When completed it will have the same seating capacity as was the Kyle Opera House at Beaumont. The Gulf Refining Company is now adding many new stills to its plant. The enlargement consists of ninety new stills. Five new brick buildings are now under construction. The Port Arthur Rice and Irrigation Company recently sold 3,000 bags of rice from its farm at \$3.38 per bag. The purchaser was the Port Arthur Rice Milling Company. The oil shipments through Port Arthur during the first nine months of 1904 amounted to 35,965,263 gallons, valued at \$1,976,669.

SHREVEPORT, LA.—The natural gas field at Caddo, La., has now been sufficiently developed to warrant the construction of a pipe line to Shreveport and Texarkana. A company with a capital of \$300,000 to \$400,000 is now being organized for that purpose. Gas is to be delivered at about fifty cents per thousand feet.

SHREVEPORT, LA.—Arrangements have been completed to lay a pipe line from the Caddo gas field to Shreveport and connect same with the city gas mains. It is thought that Shreveport will be fully supplied with natural gas within a month.

SPIRO, I. T.—The necessary funds to build a modern hotel have been raised and construction is to begin at once.

STARKS, LA.—The Lutchter & Moore Lumber Company turpentine plant, installed near Stark, La., this season, has proven to be a decided success. Next year the plant will, of course, be operated at an increased capacity.

TEXARKANA, TEX.—The Commercial Club is now completing arrangements for the location of a sewer pipe manufacturing plant, which will require the investment of \$100,000 and employ fifty men. Negotiations are also pending for the location of a large shoe factory.

TEXARKANA, TEX.—The Post Pipe Company has been incorporated with a capital of \$125,000. The new plant will manufacture sewer pipe and other vitrified clay products. About sixty men will be permanently employed. The plant will cover seven and one-half acres.

RELIABLE INFORMATION

ABOUT THE KANSAS CITY SOUTHERN COUNTRY

If you desire special information concerning any section of country along the line of the K. C. S. Ry., if you want information concerning the quality and value of lands, the possibility of profitable farming, fruit growing, stock raising, truck raising, or the opportunities for business awaiting you, or if you are looking for resorts for pleasure or health, write to any of the addresses given below and a prompt reply is assured.

GENERAL FARMING LANDS.

Beaumont, Tex.—Oswald Realty Co., C. L. Nash Co., W. D. Wilson Development Co., A. R. Hare.
DeQueen, Ark.—C. P. Brown, W. A. Craig.
Drexel, Mo.—C. E. Faulkner & Co.
Gentry, Ark.—C. C. Lale.
Grannis, Ark.—J. H. Orr.
Gravette, Ark.—J. T. Oswalt.
Horatio, Ark.—W. W. Millwee.
Joplin, Mo.—Marion Staples.
Kansas City, Mo.—E. O. Haight, 558 Gibraltar Bldg.
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.
Leesville, La.—J. W. Dennis, W. A. Martin.
Marble City, I. T.—E. Bee Guthrey.
Mena, Ark.—G. B. Dennis, S. B. Shrewsbury.
Neosho, Mo.—T. P. Anderson, J. M. Z. Withrow.
Port Arthur, Tex.—Geo. M. Craig.
Sallisaw, I. T.—J. E. Chriss.
Siloam Springs, Ark.—Dunlap & Son.
Shreveport, La.—Wm. Hamilton & Co., S. B. Simon Real Estate Co., J. G. Paty.
Texarkana, Texas—O. P. Taylor & Co., G. Less & Co., Texarkana Real Estate Co.
Waldron, Ark.—Forrester Duncan Land Co.
Westville, I. T.—R. H. Couch.

RICE LANDS, FOR SALE AND FOR RENT. OIL LANDS.

Lake Charles, La.—North American Land & Timber Co.
Port Arthur, Tex.—Jan Van Tyen.
Nederland, Tex.—A. Burson.
Beaumont, Tex.—Oswald Realty Co., W. D. Wilson Investment Co., A. R. Hare.

TIMBER LANDS AND MILL PROPERTIES.

Lake Charles, La.—North American Land & Timber Co.
Shreveport, La.—J. G. Paty.

U. S. GOVERNMENT LANDS.

Arkansas—F. S. Baker, Receiver, U. S. Land Office, Harrison, Ark.; E. A. Schlicker, Receiver, U. S. Land Office, Camden, Ark.
Louisiana—U. S. Land Office, Natchitoches, La.
Missouri—G. A. Raney, Receiver, U. S. Land Office, Springfield, Mo.

CHEROKEE AND CHOCTAW INDIAN LANDS.

Sallisaw, I. T.—K. & A. V. Land Co.
Westville, I. T.—R. H. Couch.
Spiro, I. T.—Indian Territory Investment Co.

DEALERS IN FRUIT AND TRUCK LANDS.

DeQueen, Ark.—C. P. Brown, W. A. Craig.
Grannis, Ark.—J. H. Orr.
Horatio, Ark.—W. W. Millwee.
Kansas City, Mo.—E. O. Haight, 558 Gibraltar Bldg.
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.
Gentry, Ark.—C. C. Lale.
Siloam Springs, Ark.—Dunlap & Son.
Texarkana, Texas—O. P. Taylor & Co., Texarkana Real Estate Co., G. Less & Co.

BUSINESS LOCATIONS.

Write to S. G. Warner, General Passenger Agent, Kansas City, Mo., for copy of "K. C. S. Opportunities for Business," or write to any of the commercial associations named below.

Beaumont, Tex.—Chamber of Commerce, H. G. Spaulding, Secy.
DeQueen, Ark.—Improvement Club, F. L. Mallory, Secy.
Fort Smith, Ark.—Commercial Club, E. B. Miller, Secy.
Gentry, Ark.—Commercial Club, Leo A. Moore, Secy.
Horatio, Ark.—W. W. Millwee.
Lake Charles, La.—Board of Trade, H. B. Milligan, Pres.
Leesville, La.—W. A. Martin, Mayor.
Mansfield, La.—Progressive League, J. F. McFarland, Secy.
Town of Mena, Ark.—C. C. Palmer, Mayor.
Neosho, Mo.—Commercial Club, Lee D. Bell, Secy.
Poteau, I. T.—Poteau Improvement Co., Ed. McKenna, President.
Port Arthur, Tex.—Chamber of Commerce, Tom W. Huguen, Secy.
Sallisaw, I. T.—Western Land and Immigration Co.
Shreveport, La.—Progressive League, A. R. Holcombe, Secy.
Siloam Springs, Ark.—Commercial Club, D. Zimmerman, Secy.
Texarkana, Tex.—Commercial Club, J. Huckins, Jr., Secy.
Zwolle, La.—Bank of Zwolle.

HEALTH AND PLEASURE RESORTS.

Neosho, Mo.—Spring City Hotel, Central Hotel, Southern Hotel.
Noel, Mo.—City Hotel.
Siloam Springs, Ark.—Commercial Club, John Ewing House, Cottage Hotel.
Sulphur Springs, Ark.—Church & Paul.
Port Arthur, Tex.—Jan Van Tyen.
Lake Charles, La.—Board of Trade.

Small Game, Quail, Rabbits, Squirrels, etc.—Merwin, Amoret, Hume, Statesbury, Oskaloosa, Asbury, Neosho, Goodman, Lanagan, all in Missouri.

Wild Turkey, Quail, Prairie Chickens, Rabbits, Squirrels, etc.—Sulphur Springs, Siloam Springs, Ark., Stilwell, Redlands, Poteau, I. T.

Deer, Bear, Turkeys, Raccoon, Opossum and Smaller Game—Rich Mountain, Mena, DeQueen, Hatfield, Grannis, Horatio, Ravanna and Janssen, Ark., Texarkana, Texas, Mooringsport, Shreveport, Mansfield, Many and Leesville, La., and Beaumont, Tex.

Ducks and Waterfowl in Season—Poteau, I. T., Mooringsport, Shreveport, Mansfield, Leesville and Lake Charles, La., and Beaumont and Port Arthur, Tex.

Black Bass, Trout, Croppie, Perch, Catfish—Amoret, Asbury, Neosho and Noel, Mo., Siloam Springs, Ark., Westville, Stilwell, Redland, Poteau, I. T., Mena, DeQueen, Rich Mountain, Ravanna, Janssen, Ark., Texarkana, Tex., Mooringsport, Shreveport, Mansfield, Leesville, Many, Lake Charles, La., Beaumont, Tex.

Tarpon, Sea Trout and Salt Water Game Fish—Port Arthur, Tex.

KANSAS CITY SOUTHERN RAILWAY CO.

J. A. EDSON, President.
W. COUGHLIN, General Manager.
E. E. SMYTHE, General Freight Agent.
H. A. WEAVER, Assistant General Freight Agent.

S. G. WARNER, General Passenger and Ticket Agent.
F. S. RAWLINS, Superintendent Transportation.
H. E. WHITTENBERGER, Supt. (N. Div.) Pittsburg, Kas.
GEO. GEIGER, Supt. (S. Div.) Texarkana, Texas.
KANSAS CITY, MO.

GENERAL OFFICES,

TEXARKANA & FORT SMITH RAILWAY CO.

J. A. EDSON, President.
W. L. ESTES, First Vice-President.

GEO. GEIGER, Superintendent.
C. E. PERKINS, General Freight Agent.

S. G. HOPKINS, General Passenger and Ticket Agent.

GENERAL OFFICES, TEXARKANA, TEX.

ARKANSAS WESTERN RAILWAY CO.

J. F. READ, President, Ft. Smith, Ark.

J. A. EDSON, V. President, Kansas City, Mo.

W. COUGHLIN, Gen'l Manager, Kansas City, Mo.

H. E. WHITTENBERGER, Superintendent, Pittsburg, Kas.

E. E. SMYTHE, Gen'l Freight Agent, Kansas City, Mo.

S. G. WARNER, Gen'l Pass. Agent, Kansas City, Mo.

GENERAL OFFICES, KANSAS CITY, MO.

Traffic Representatives of the Port Arthur Route.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains rates of fare and transportation facilities.

BEAUMONT, TEXAS. J. C. Mow (K. C. S. Ry.), Commercial Agt. R. A. Morris (T. & Ft. S. Ry.) City Ticket Agt.

CHICAGO, ILLS., Marquette Building. O. G. Parsley (K. C. S. Ry.), General Agent,

DALLAS, TEXAS. A. Catuna (K. C. S. Ry.), General Agent.

FORT SMITH, ARK. H. N. Hall (K. C. S. Ry.), General Agt. C. E. Pitcher, (K. C. S. Ry.) City Pass. & Ticket Agt

HOUSTON, TEXAS, 206 Main Street. E. E. Elmore (K. C. S. Ry.), General Agent.

JOPLIN, MO. C. W. Nunn (K. C. S. Ry.), General Agent. S. O. Lucas (K. C. S. Ry.), Ticket Agent.

KANSAS CITY, MO., 9th and Walnut Streets. J. C. Brown (K. C. S. Ry.), City Passenger & Ticket Agent. E. C. Fox (K. C. S. Ry.), Depot Ticket Agent, 2nd and Wyandotte Streets.

LAKE CHARLES, LA. E. E. Gibson, (K. C. S. Ry.), General Agent.

NEW ORLEANS, LA., 710 Commerce Street. J. M. Carriere (K. C. S. Ry.), General Agent.

ST. LOUIS, MO., 513 Houser Building. C. H. Ivers (K. C. S. Ry.), General Agent.

SHREVEPORT, LA. R. R. Mitchell, (K. C. S. Ry.), General Agent. A. B. Avery, Union Station Ticket Agent.

C. O. Williams, City Passenger and Ticket Agent.

TEXARKANA, TEXAS. S. G. Hopkins (T. & Ft. S. Ry.), City Passenger and Ticket Agent.

M. D. DUTTON.....Traveling Passenger Agent, Kansas City, Mo.

J. H. MORRIS.....Traveling Passenger Agent, Kansas City, Mo.

P. E. ROESLER.....Traveling Passenger and Immigration Agent, Kansas City, Mo.

Land Agents Promoting Immigration to the Line of The Kansas City Southern Railway In States Not Traversed by the K. C. S. Ry.

Dr. H. J. Aberly, South Omaha, Neb.

M. D. Andes, Bristol, Tenn.

E. M. Austin, St. Joseph, Mo.

W. H. Axton, Rockport, Ind.

C. B. Amyx, Chanute, Kans.

C. E. Ballou, Blandinsville, Ills.

C. T. Balsley, Danville, Ills.

L. E. Baker, 1048 LaSalle, Chicago, Ills.

A. Baffetti, 183 Madison, Chicago, Ills.

Baker & Shoop, Green City, Mo.

W. G. Banfill, Eaton, Ohio.

D. R. Barbour, Westfield, Ind.

Mrs. S. E. Barringer, 3219 Halstead, Chicago, Ills.

F. C. Bartley, Russell, Kans.

C. J. Bassarear, Reinbeck, Iowa.

A. Q. Bates, Hiawatha, Kans.

Wm. O. Beattie, Little Falls, Minn.

F. T. Beadle, Quincy, Ills.

W. H. Beebe, Jacksonville, Ills.

L. J. Bell, Wick, Iowa.

E. C. Belt, Oelwein, Iowa.

Geo. W. Benge, Tahlequah, I. T.

A. J. Beakey, St. Marys, Kans.

Bennett & Rees, Georgetown, Ills.

P. H. Bevins, Morning, Iowa.

C. J. Blackburn, Blackburn, Mo.

Quincy Blosser, Blosser, Mo.

E. H. Burlingham, Oelwein, Iowa.

R. H. Cadwallader, Louisville, Kans.

Camden, Darnell & Co., Indianapolis, Ind.

John Carr, Lincoln, Neb.

S. W. Castle, Sedalia, Mo.

J. C. Christopher, Warrensburg, Mo.

H. B. Clifton, Hamilton, Mo.

H. B. Coffield, Quincy, Ills.

Craven & McKorey, Excelsior Springs, Mo.

L. F. Campbell, Willow Springs, Mo.

A. L. Cruze, Vincennes, Iowa.

T. J. Cummings, Paola, Kans.

E. W. Dawes, Marshall, Mo.

H. S. Day, Topeka, Kans.

T. L. Day, Attica, Kans.

Rufus E. Dale, Clarence, Mo.

Jno. L. Doodly, Albia, Iowa.

R. S. Duffield, Mason City, Iowa.

J. E. Ebaugh, Glenwood, Iowa.

T. Elmore, Seneca, Mo.

F. M. Eutreten, Coffeen, Ills.

J. M. Entwistle, 90 Washington, Chicago, Ills.

C. W. Elrod, Bern, Kans.

J. A. Felty, Viola, Wis.

Fisher, Gaunt & Co., Marshall, Mo.

W. D. Ford, Galena, Kans.

W. H. Ford, Quinlan, Tex.

CURRENT EVENTS.

D. B. Forsythe, Mystic, Iowa.
 C. H. Foss, Milaca, Minn.
 Lee Frazier, Lawrenceburg, Tenn.
 W. F. Frazier, Nemaha, Neb.
 P. F. Geh, Reinbeck, Iowa.
 W. A. Gilinwaters, Ozark, Ark.
 W. F. Glenn, Waverly, Mo.
 James Glick, Welsh, La.
 Homer L. Gobble, DeKalb, Mo.
 E. Goodenough, Minneapolis, Minn.
 J. T. Grimes, Hiawatha, Kans.
 E. Gulick, Denison, Iowa.
 C. H. Gilbert, Lexington, Ky.
 C. B. Hash, Jr., Gentry, Mo.
 W. H. Hagendorn, Colfax, Iowa.
 Delmore Hawkins, Fort Dodge, Iowa.
 A. G. Hagendorn, Curtis, Neb.
 E. S. Hays, DeKalb, Mo.
 F. C. Helder, Manhattan, Kans.
 A. R. Hass, Tingley, Iowa.
 W. W. Harrison, Anderson, Ind.
 W. A. Hanna, Napoleon, Ohio.
 H. Harris, Vesta, Minn.
 N. Harris, Ellsworth, Kans.
 J. W. Heskett, Jefferson City, Mo.
 H. F. Hicks, Cambridge, Kans.
 Walter D. Hill, Beatrice, Neb.
 Sam'l W. Hoover, Harrisonville, Mo.
 John W. Howard, Birmingham, Ills.
 H. B. Huber, Marion, Ind.
 A. M. Hughes, Anderson, Ind.
 Frank J. Horton, Davis City, Iowa.
 W. B. Harman, Auburn, Neb.
 Gus. M. Hodges, Sedalia, Mo.
 G. B. Jackman, Burlington, Iowa.
 A. W. Jaques, Fairfield, Iowa.
 A. W. Johnson, Ironwood, Mich.
 F. A. Jones, Genoa, Texas.
 Edward Johnston, Atkinson, Ills.
 J. D. Justice, Quincy, Ills.
 J. P. Johnson, Delta, Colo.
 Miss Helen Kimber, St. Joseph, Mo.
 J. Gaylord Klock, Eureka Springs, Ark.
 Kennan & Stiple, Ladonia, Mo.
 Aaron Lambert, Piedmont, Kans.
 J. W. Lambert, Guthrie Center, Iowa.
 G. W. Leach, Bethany, Mo.
 A. W. Legg, Windfall, Ind.
 R. B. LeRoy, Webster City, Iowa.
 P. F. Levins, Ellsworth, Minn.
 P. B. Libborton, Mt. Carroll, Ills.
 Ino. W. Livingstone, Nebraska City, Neb.
 Geo. R. Lochrie, Lorimore, Iowa.
 W. H. Locker, Aurora, Mo.
 J. E. Lockwood, Chariton, Iowa.
 J. R. Lyell, Shelbyna, Mo.
 E. F. Lugar, 1508 Chemical Bldg., St. Louis, Mo.
 A. C. Landon, Clinton, Mo.
 J. E. Loudon, Alma, Ark.
 Isaac McClellan, Sheridan, Ark.
 W. W. McMahon, Beattie, Kans.
 J. A. Malone, Warrensburg, Mo.
 M. Maloney, Garnett, Kans.
 T. J. Marsden, Rock Island, Ills.
 J. H. Masden, Norborne, Mo.
 D. M. Meredith, Sparta, Tenn.
 A. J. Morgan, Iowa Falls, Iowa.
 Wm. March, Galena, Kans.
 Melchers & Marshall, Decatur, Ills.
 Geo. H. Nehf, 90 Washington St., Chicago, Ills.

M. E. Nichols, Coffeyville, Kans.
 W. E. Niles, Sioux Falls, S. Dak.
 G. A. Noel, Webb City, Mo.
 W. E. Ochiltree, Connersville, Ind.
 M. V. B. Parker, Olathe, Kans.
 Eugene Parrish, Nevada, Mo.
 R. J. Peters, Atchison, Kans.
 James Pfper, Galena, Kans.
 T. L. Porter, Alma, Neb.
 M. C. Portman, Plano, Tex.
 Ino. W. Powell, Falls City, Neb.
 A. D. Powers, Mason City, Iowa.
 H. C. Pristy, Center Point, Iowa.
 N. A. Prentiss, Ottumwa, Iowa.
 G. W. Finkerton, Kirksville, Mo.
 A. M. Ragle, Coffeyville, Kans.
 C. C. Randell, Davenport, Okla.
 L. A. Reiley, Wapello, Iowa.
 Robinson & Cates, Southwest City, Mo.
 R. A. Roddy, Centralia, Mo.
 M. L. Rosenberger, Iola, Kans.
 F. S. Rowland, Orrick, Mo.
 H. A. Raeppe, Freeport, Ills.
 Ino. B. Smallwood, Bloomington, Ind.
 H. J. Stephens, Braymer, Mo.
 J. W. Sullivan, Excelsior Springs, Mo.
 J. F. Salmon, Versailles, Mo.
 W. A. Saum, Des Moines, Iowa.
 R. P. Scott, Bridgeport, Neb.
 John H. Sea, LaHarpe, Ills.
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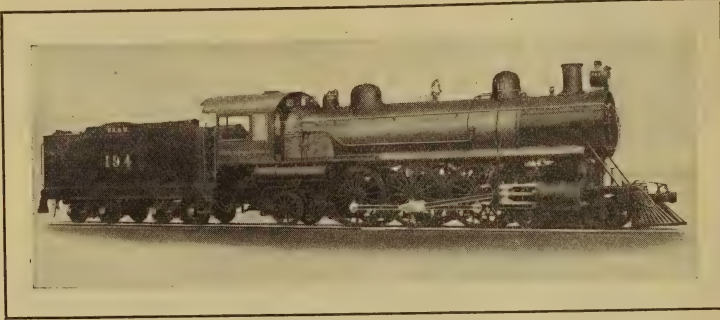
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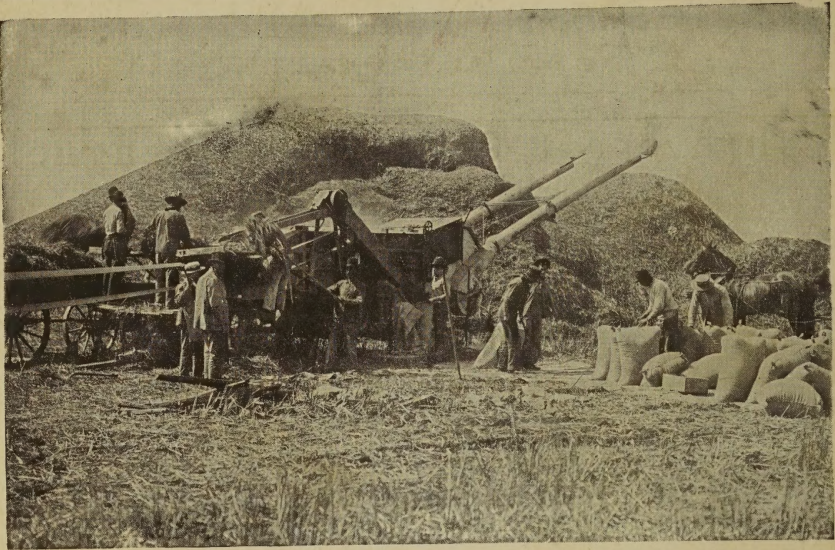
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